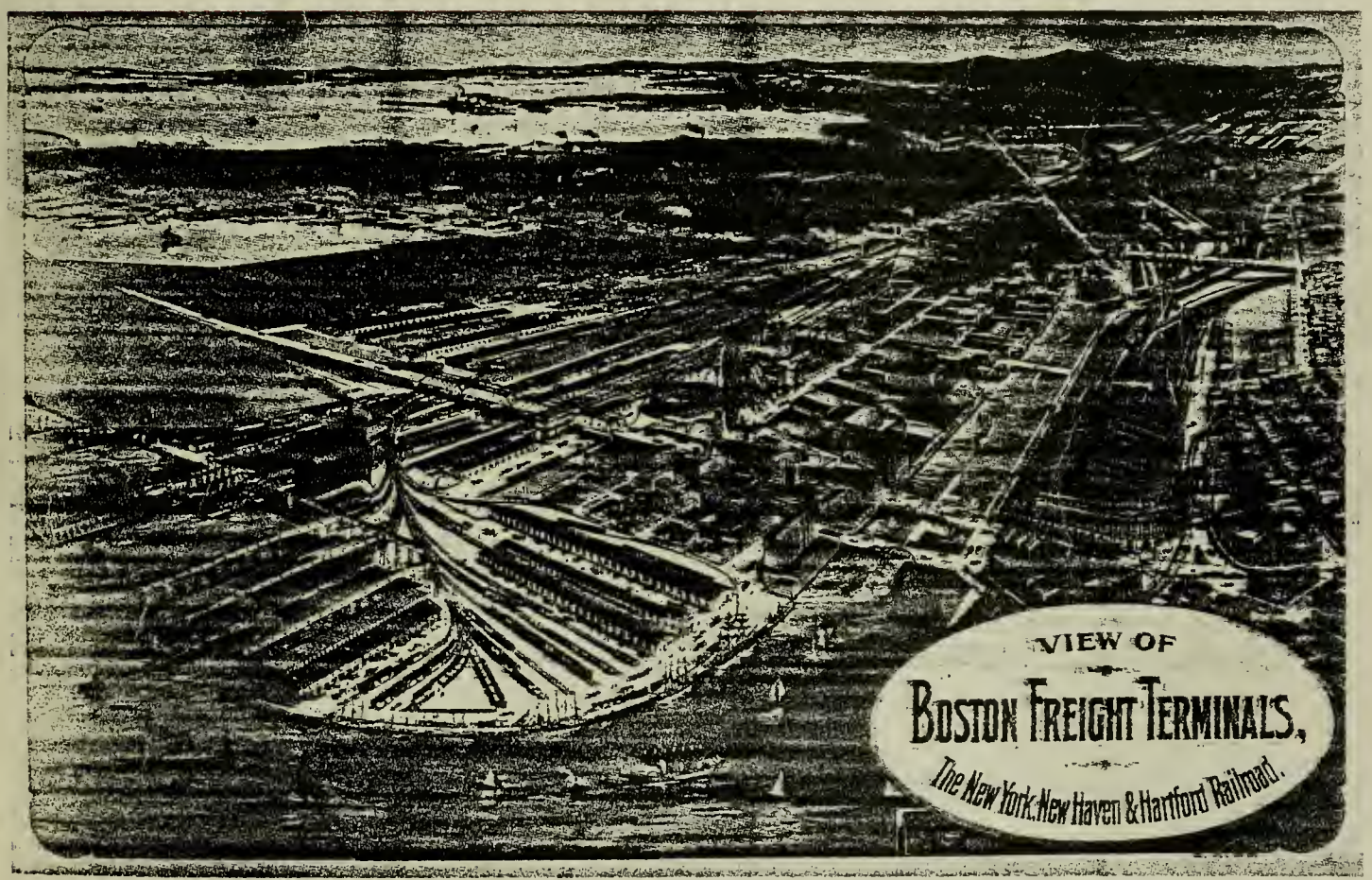
BOSTON
PUBLIC
LIBRARY

BRA
1693
✓

BOSTON PUBLIC LIBRARY

Property of
BOSTON REDEVELOPMENT AUTHORITY
Library



FORT POINT CHANNEL

Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

74 Point
Channel
B65 R
HD

A Sourcebook and Workbook for FORT POINT CHANNEL Urban Design Studies

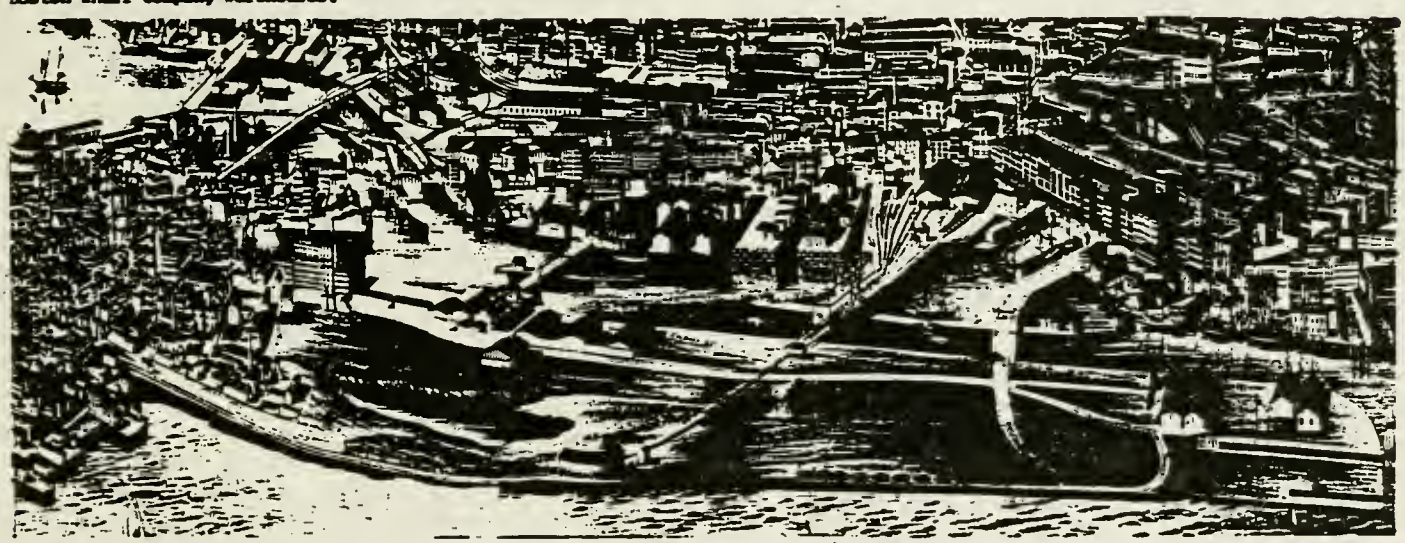
compiled by Sandra Swaile
Urban Design Department
Boston Redevelopment Authority

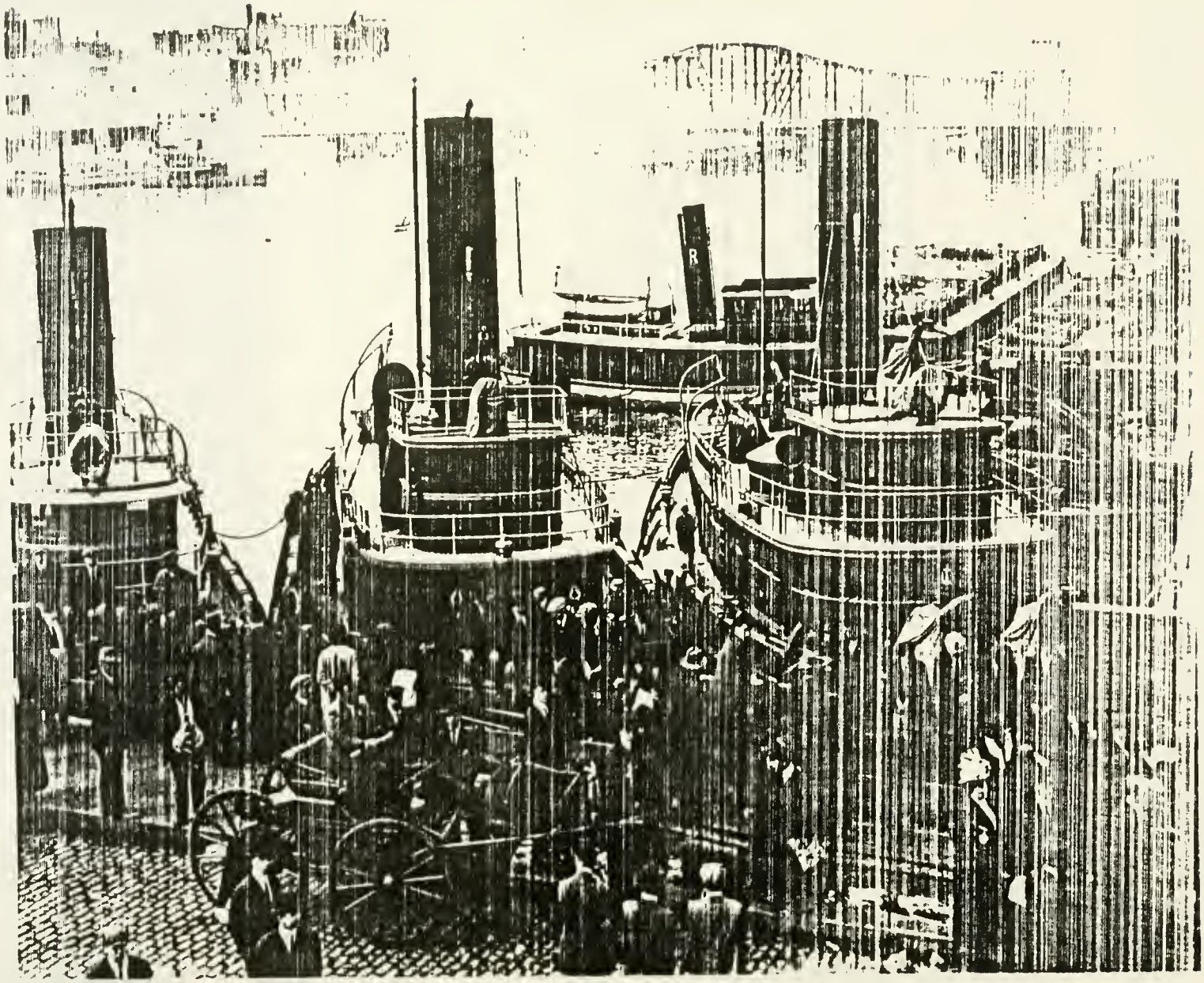
HISTORICAL CONTEXT

Fort Point Channel

Around 1870, dredging began in the Fort Point Channel area to meet the demands for additional harbor frontage. The Great Cove had long ceased as Boston's primary dock as it proved to be inadequate for accomodating the larger vessels currently berthing in Boston. So a 1,200 foot wide stretch of marsh and mud was cleared along the east bank of the Channel to create new warehouse and docking facilities. Railroads which led into the wharves all along the waterfront were built by a variety of companies, and resulted in cutting off access to the waterfront of the 1800's, particularly in the South Cove area. The harbor took on a new, and somewhat final configuration with a tremendous concentration of docks, wharves, and railroad terminals within the City limits.

The recently completed Fort Point Channel, shown in this 1880 etching, became the heart of Boston's industrial waterfront. South Cove has been completely filled, but South Station is not yet built. Open water at the bottom of the etching will soon be filled to provide a site for Boston Wharf Company warehouses.

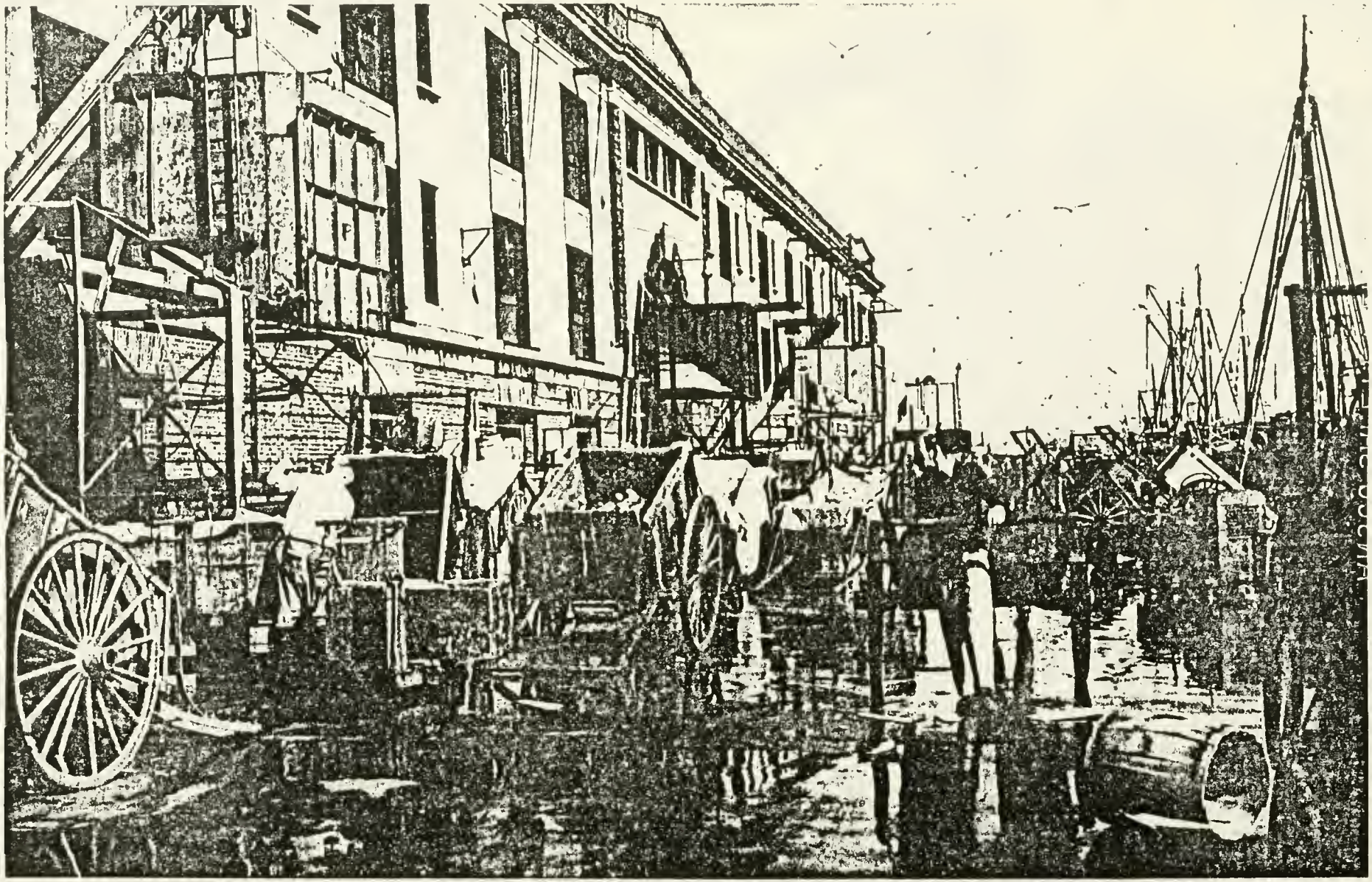




COURTESY OF THE BOSTONIAN SOCIETY
OLD STATE HOUSE

Neg. No 4222 Boats at Fort Pond Channel ca. 1900 Congress St. in foreground; Northern Ave. Bridge in background

MAP OF
BOSTON,
Issued gratuitously by
THE HERDIC PHAETON CO.
COPYRIGHT, 1882.
By Sampson, Davenport, & Co.
COMMON
SOUTH
BAY
Boston Harbor
Dorchester
Roxbury
Boston



History of the Fort Point Channel and the South Bay

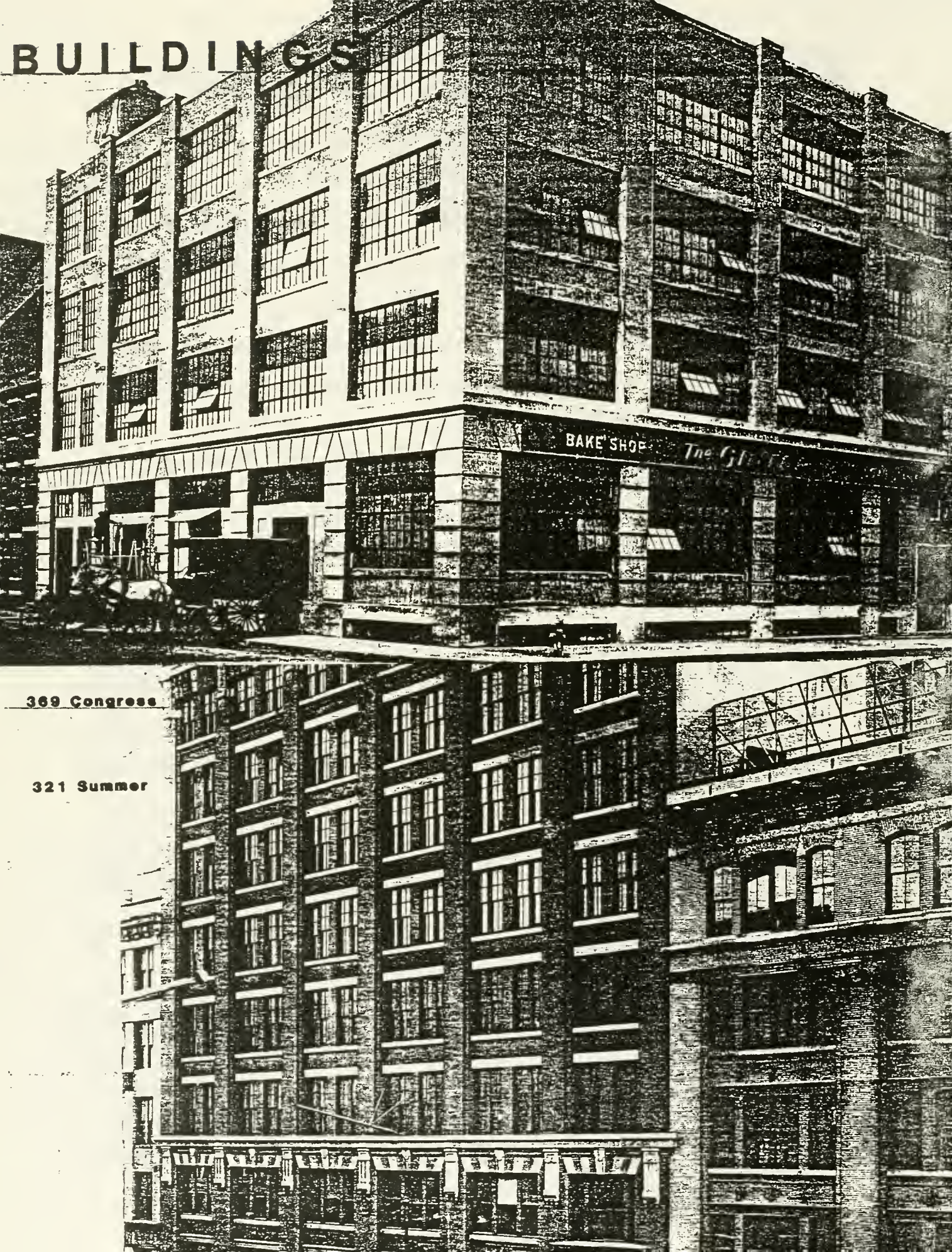
What is presently the Fort Point Channel area was, until the early 19th century, marshland and tidal flats. Its western shore was known as South Cove, and to the east was known as Dorchester Flats. These shores led into the South Bay, which extended to Roxbury and terminated in the Roxbury Brook and Dorchester Creek. South Boston was an undeveloped area with ten families. Boston Neck and Roxbury, which made up the western shore of South Cove, were defense areas for Boston Proper during the Revolution, but was most important as the only roadway to the mainland.

In 1804, South Boston was annexed, and legislation was passed to allow land fill to create land for commercial development. The South Boston Bridge, also known as the Dover/West Fourth Street, was opened as a fixed span/drawbridge in 1805, the first of nine bridges to span the South Bay.

In 1805, the Front Street Corporation began land-fill operations in South Cove, beginning the expansion of Boston Neck. In 1833, the South Cove Associates continued development of the South Cove by filling 75 acres of mud flats for a large railroad terminus for the Boston and Worcester railroads. The western shore of the Cove was substantially completed by mid century.

In 1836, the Boston Wharf Company began its series of land fill operations along the east bank of the South Cove, between Dorchester and Northern Avenues. By the 1870's their reclamation had narrowed the waterway and established the eastern bank of a channel. Around 1870, dredging operations began in the Channel itself, to accomodate the larger vessels berthing in Boston. By 1890 the Boston Wharf Company filling operations were completed, and the Channel was protected by a seawall. The company had continually constructed docking facilities and warehouses and streets to serve their thriving industrial development.

BUILDINGS



369 Congress

321 Summer

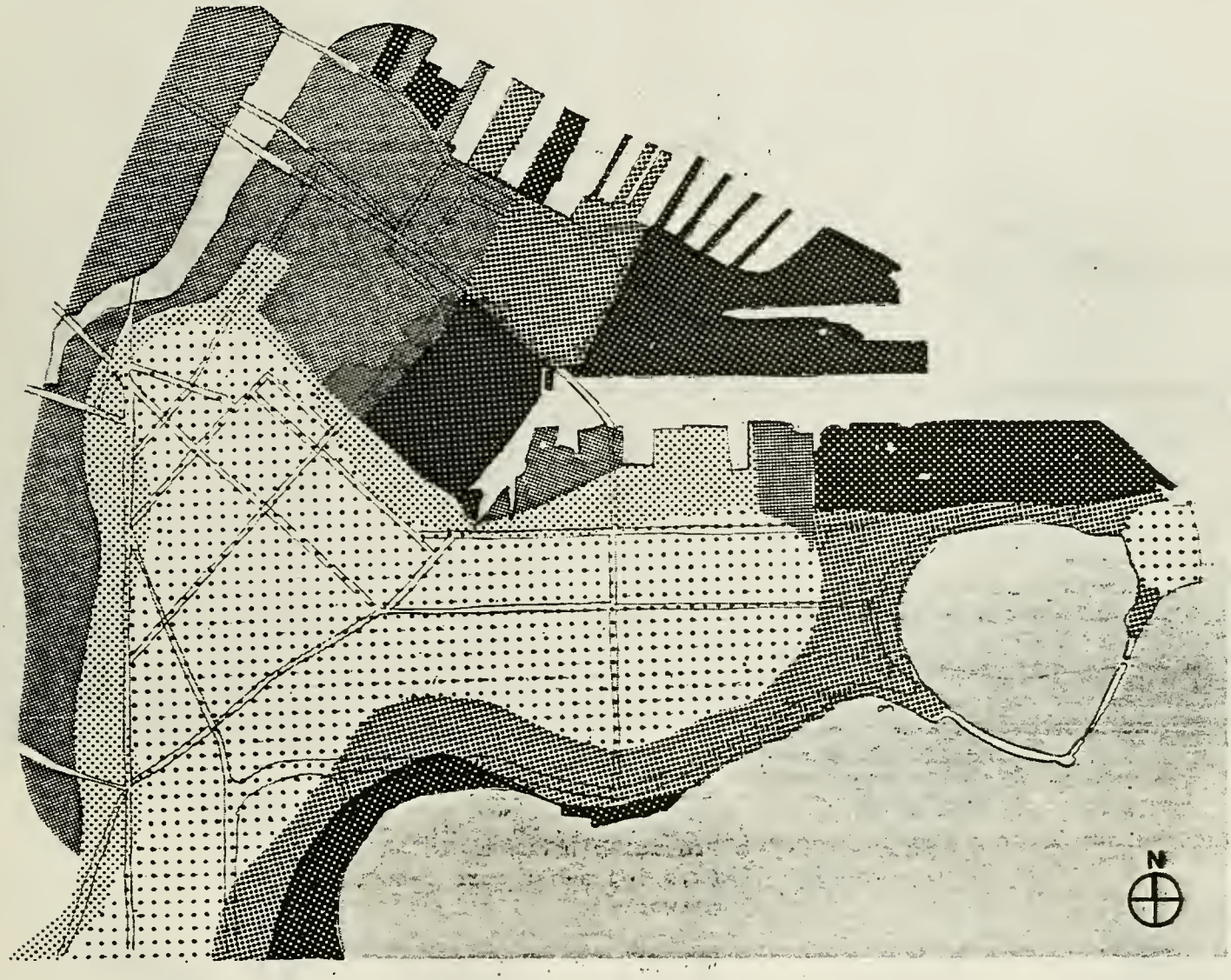
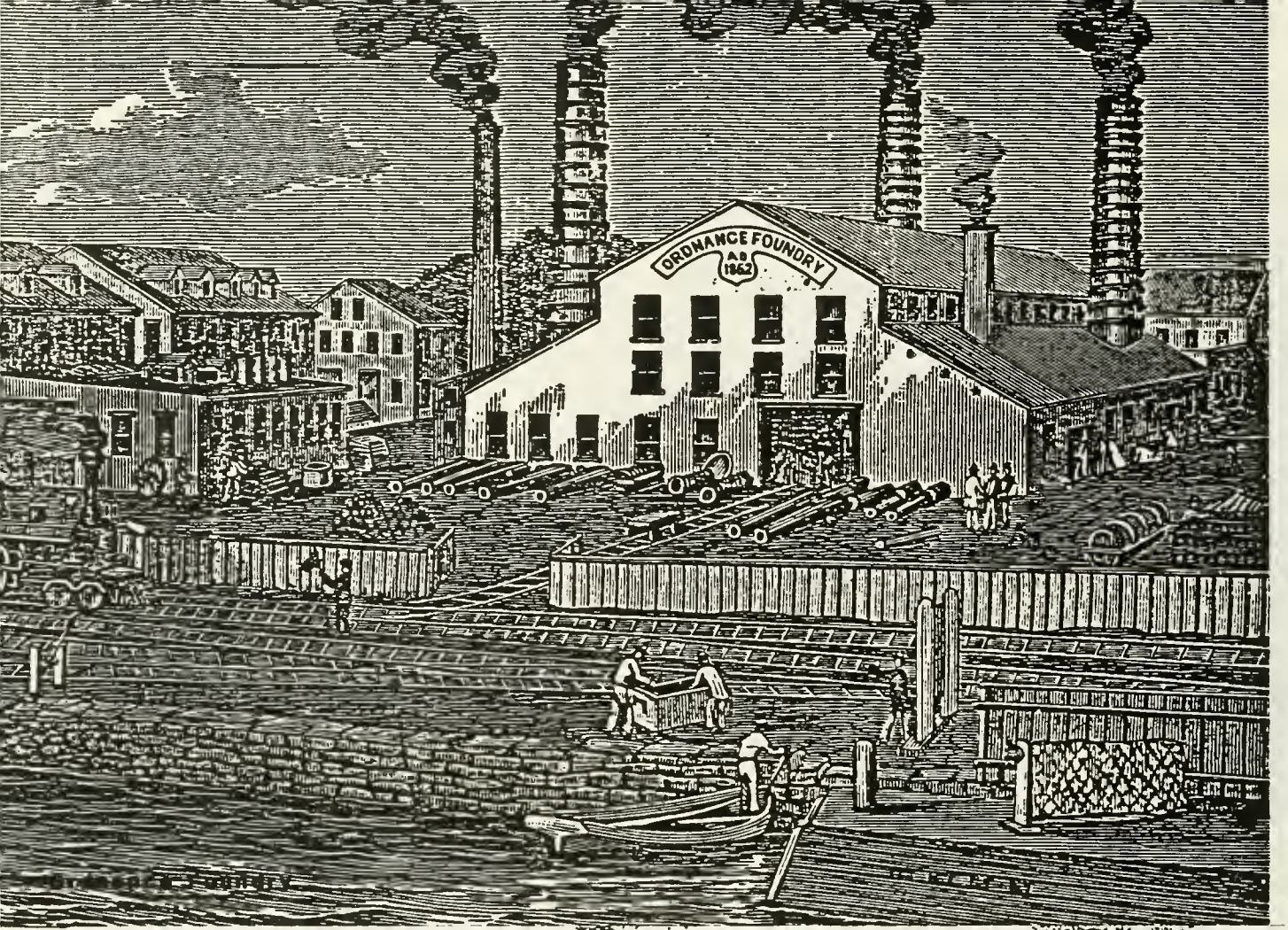


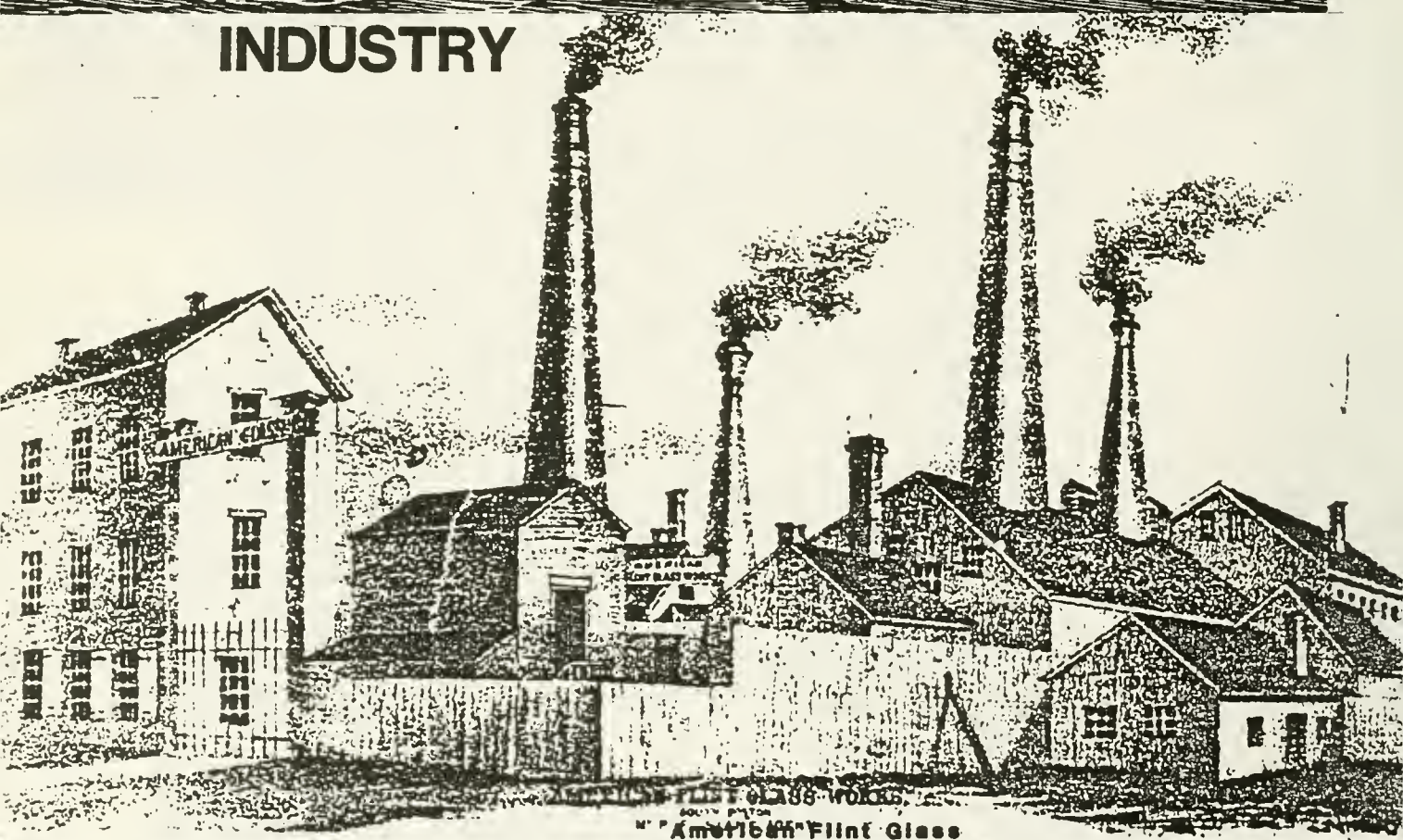
Figure 3-1 **Landfill History of South Boston**

Legend

- Original Peninsula
- 1800–1860
- 1860–1890
- 1890–1900
- 1900–



INDUSTRY



"American" Flint Glass

Boston Downtown Waterfront Project

Boston Educational Marine Exchange

Felicia Reed Clark, Project Director
Lane/Frenchman, Inc., Urban Design Consultant

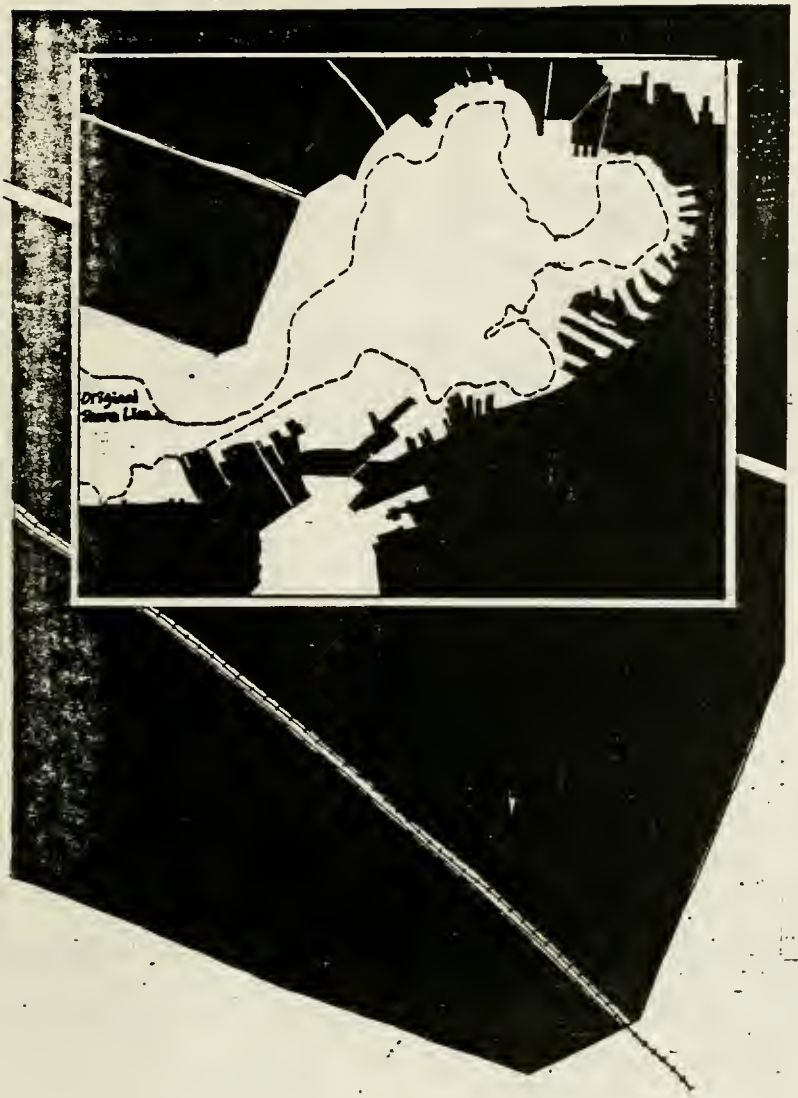
1850:
The Clippership Era

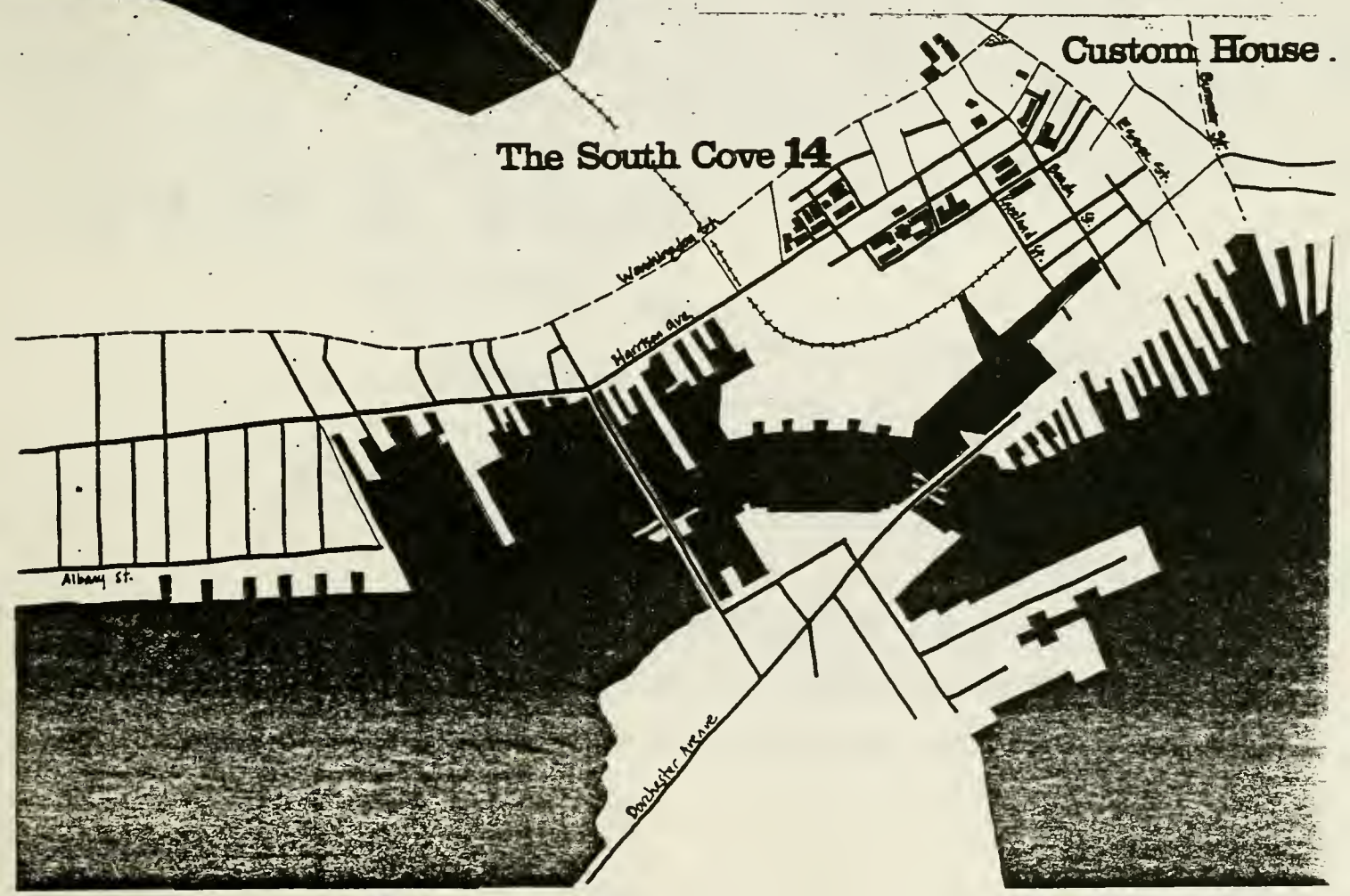
Street Network

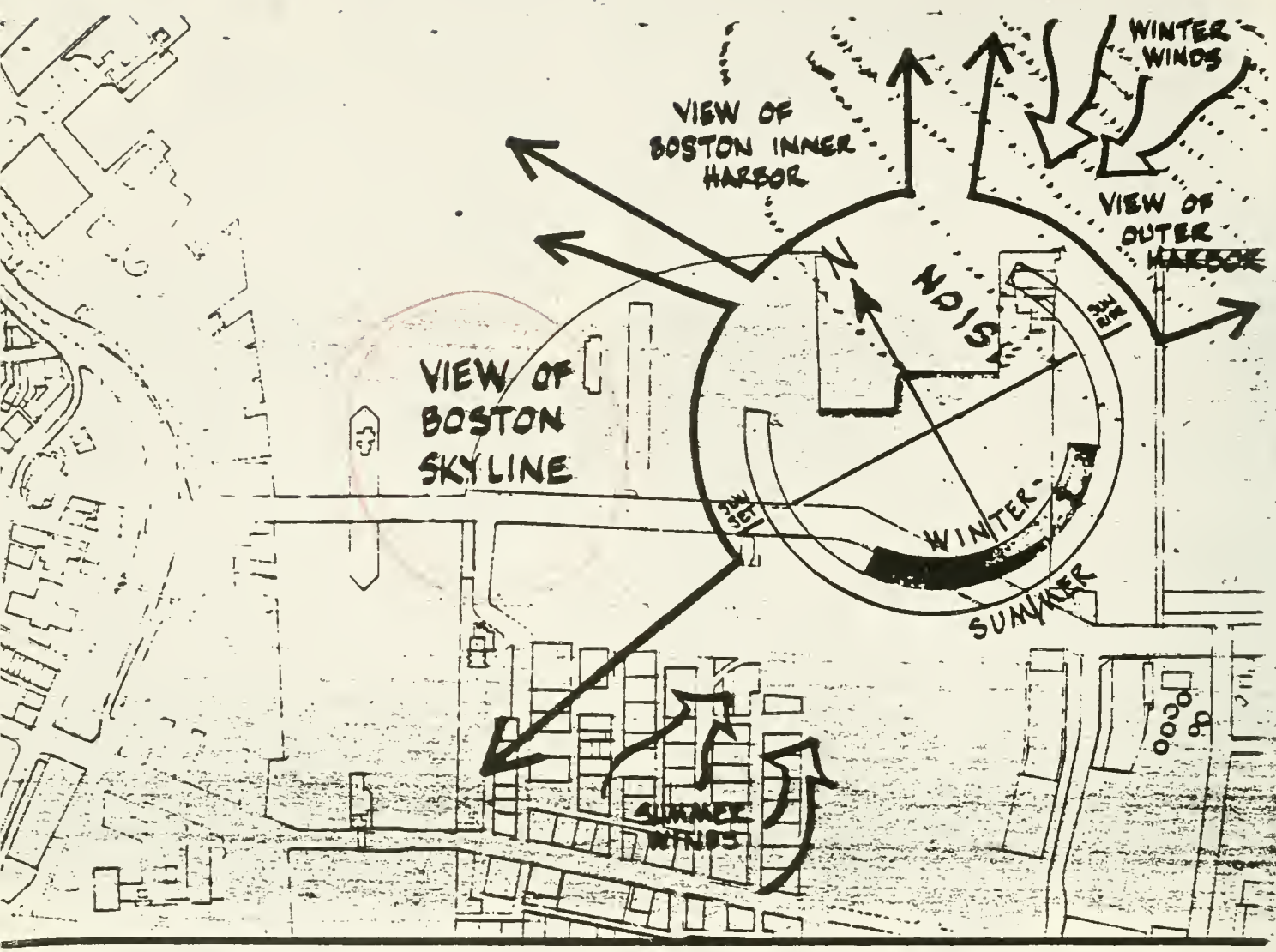
- Remaining Streets, 1800-1850
- Remaining Streets, pre-1800
- Earliest Routes to the Sea

Sites & Structures

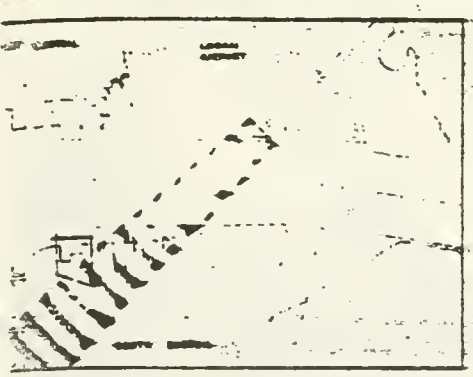
- Remaining Structures, 1800-1850
- Remaining Structures, pre 1800
- Sites in Continuous Use

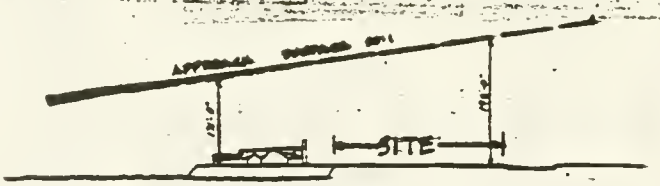






SUN & WIND





NATURAL CONDITIONS

The major views are of the Boston Skyline and in the direction of Logan Airport and Boston's Outer Harbor. The sun and views were major considerations for the location of the hotel units.

The Condition of the Channel

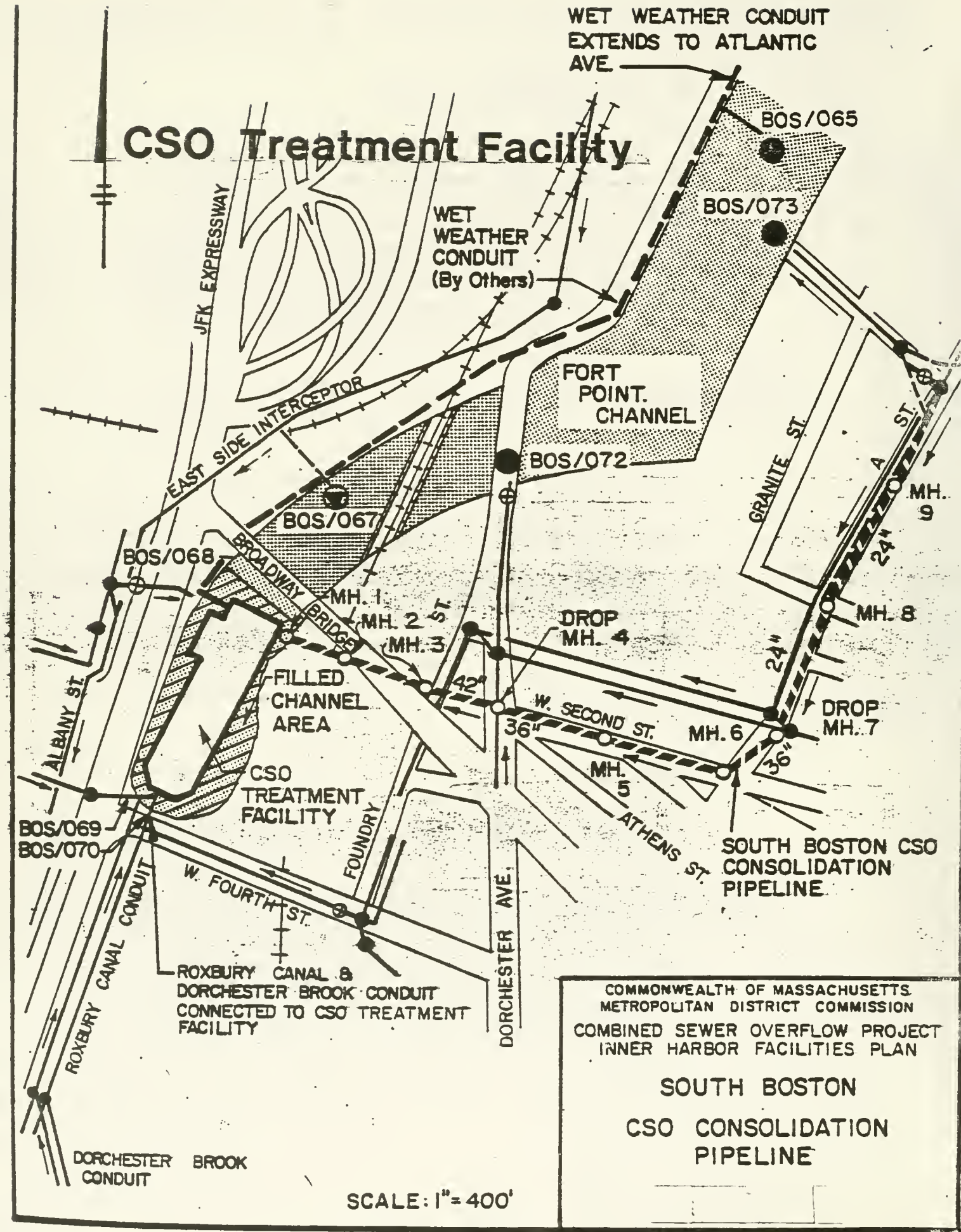
All these public projects are intimately related to the water and thus inextricably to the sewage silt which has been accumulating on the bottom of the channel to a depth of several feet, the toxicity of which is as yet unknown and which would necessarily be disturbed by each of the above projects. Each will have to confront the legal difficulties and possible dangers of the movement and possible disposal of this sludge. Eventually, it may well be acknowledged that the channel will have to be dredged of this layer, despite attendant disposal problems.

There exist differing opinions on what is on the bottom of the channel and what can or should be done about it. Various public agencies have stated that:

- The bottom layers of the channel are so toxic they cannot be disturbed or removed;
- Small distrubances can be tolerated;
- The proposed major improvements can leave the channel virtually undisturbed;
- These wastes can be and should be efficiently removed.

Public Ventures

- The proposed MDC Combined Sewer Overflow Treatment Facility (KK) will require the filling of four acres at the end of the channel and the concommitant construction of a combined sewer overflow collector along its length. The projects are moving through their initial planning phases at the moment. If the proposed site is approved the plant seems certain to happen, though the time frame remains unclear. Less certain is the exact routing of the collector once it leaves the channel proper: a cut through Rowe's and Foster's Wharfs, or in Atlantic Avenue are proposed alternatives, although both have problems.

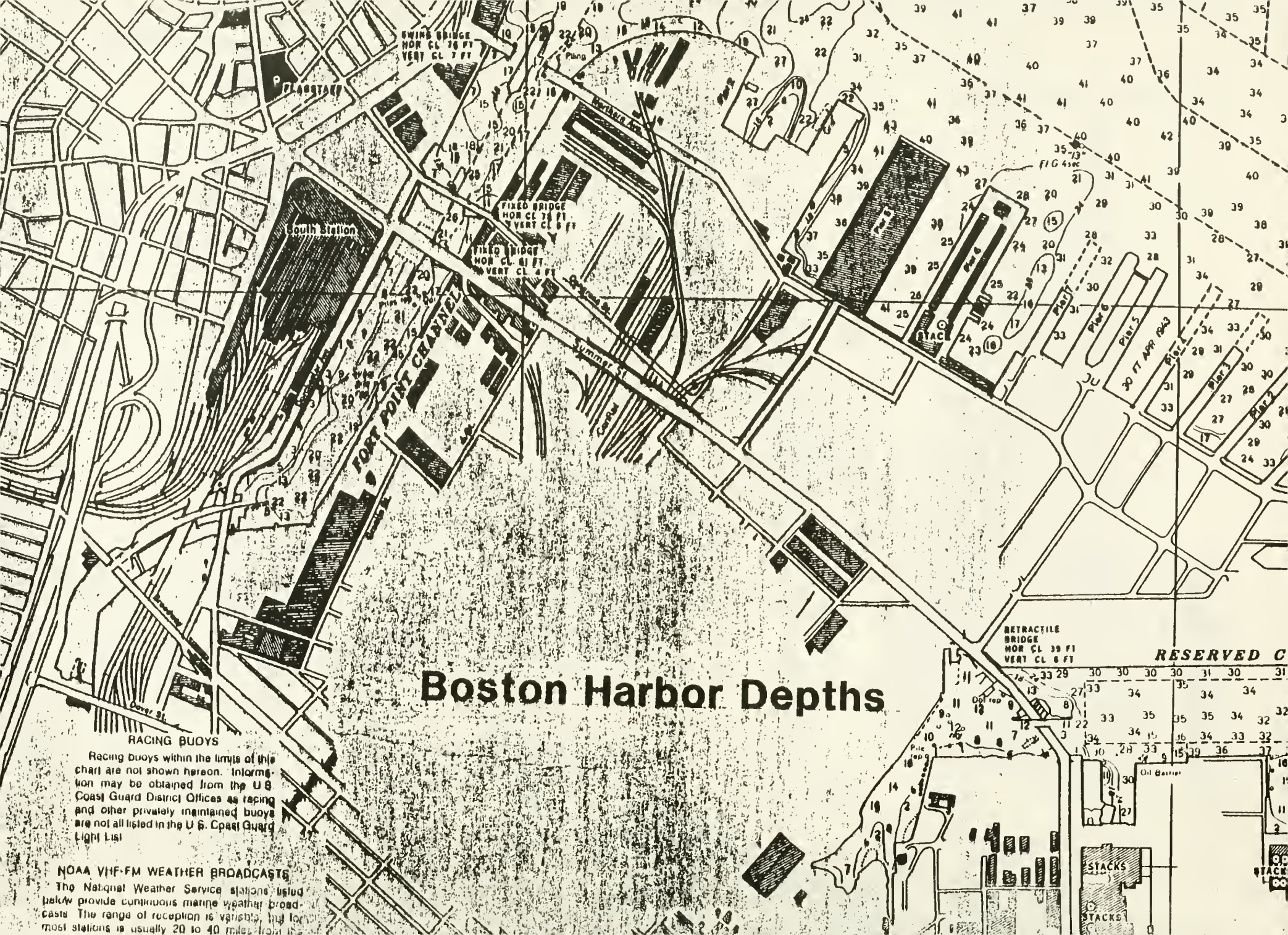

CSO Treatment Facility
WET WEATHER CONDUIT EXTENDS TO ATLANTIC AVE.
BOS/065
BOS/073
WET WEATHER CONDUIT (By Others)
JFK EXPRESSWAY
EAST SIDE INTERCEPTOR
FORT POINT. CHANNEL
BOS/072
BOS/067
BOS/068
BROADWAY BRIDGE
MH. 1
MH. 2
MH. 3
ST.
DROP MH. 4
42"
FILLED CHANNEL AREA
W. SECOND ST.
36"
MH. 6
DROP MH. 7
24"
MH. 8
GRANITE ST.
A ST.
MH. 9
ALBANY ST.
CSO TREATMENT FACILITY
BOS/069
BOS/070
MH. 5
ATHENS ST.
SOUTH BOSTON CSO CONSOLIDATION PIPELINE
FOUNDRY
W. FOURTH ST.
ROXBURY CANAL CONDUIT
DORCHESTER AVE.
ROXBURY CANAL & DORCHESTER BROOK CONDUIT CONNECTED TO CSO TREATMENT FACILITY
DORCHESTER BROOK CONDUIT
SCALE: 1"= 400'
COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION
COMBINED SEWER OVERFLOW PROJECT
INNER HARBOR FACILITIES PLAN
SOUTH BOSTON
CSO CONSOLIDATION PIPELINE

Utilities

Public utilities available to the site include water, sewer, storm drainage, and electricity. Water and sewer mains in Northern Avenue provide domestic water, fire protection and sewer service to Commonwealth Pier and neighboring properties. Storm drainage is provided by a network of drains and outfalls in Northern Avenue, adjacent Massport properties and the Pier itself. There is a 12 inch gas main in Northern Avenue, but gas pipe lines do not extend to Commonwealth Pier. Electrical power lines supply Northern Avenue from in ground and above ground facilities.

Sub Surface Conditions

The Pennsylvania Railroad Yards of South Boston are located on filled land which was reclaimed from the inner harbor during the late 1800's. Boring samples from the area indicate that the upper stratum consists of miscellaneous fill material ranging in depth from five (5) to twenty-five (25) feet. The fill in general ranges from a loose to dense mixture of well compacted clay, sand, gravel and/or cinders. Underneath the fill are deposits of mud, silt, peat, soft blue and stiff yellow clay. The next lower stratum consists of a seamy clay or seamy clay and gravel layer in parts, although this condition does not prevail consistently throughout this layer of clay tends to be soft, except in those portions which were desiccated in the past and thus have hardened. Depending on the location, bedrock is encountered from 40 to 100 feet below the surface; elsewhere in Boston this rock occurs at as much as 100 to 150 feet.


Boston Harbor Depths
SWING BRIDGE
HOR CL 76 FT
VERT CL 7 FT
FLAGSTAFF
Northern Ave
FIXED BRIDGE
HOR CL 76 FT
VERT CL 8 FT
South station
FIXED BRIDGE
HOR CL 61 FT
VERT CL 4 FT
FORT POINT CHANNEL
Summer St
Congress St
STACKS
Pier 6
Pier 5
Pier 4
Pier 3
Pier 2
RETRACTILE
BRIDGE
HOR CL 39 FT
VERT CL 6 FT
RESERVED C
STACKS
STACKS
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U S Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U S. Coast Guard Light List
NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from it

3.6 WATER RESOURCES

This section summarizes data concerning the physical, chemical, and biological oceanographic environment in the project area. Also included is a discussion of industrial users of the water of Fort Point Channel and nearby parts of Boston Harbor.

The Massachusetts Division of Water Pollution Control (DWPC) has classified Boston Inner Harbor as Class SC. Class SC waters are to be suitable for aesthetic enjoyment, the protection and propagation of marine life, and secondary contact recreati Specific water quality standards applicable to SC waters include a minimum dissolved oxygen concentrati of 6.0 milligrams/liter (mg/l), a pH range of 6.5 to 8.5, and maximum fec coliform bacteria count of 1000 organisms per 100 milliliters of sample.

3.6.1 Fort Point Channel

Tides and Currents

The tidal water area of the Fort Point Channel upstream of the Northern Avenue Bridge is 2.26 milli square feet (approximately 52 acres Since the sides of the Channel are, for all practical purposes, vertical consisting of revetments and bulkheads, there is no real difference area between high tide and low tide. The Channel is approximately 5600 f in length, approximately 560 feet w at its mouth, and the length of tida excursion is approximately 2100 feet (Tidal excursion represents the distance a particle of water will travel on an ebb or flood tide.) T mean tidal prism (water volume betw mean low and mean high tide) is 21.5 million cubic feet while the spring tidal prism is 24.9 million cubic feet. As in other Harbor areas, the height of the spring tide (the spri tide generally occurs every two week when the moon is new or full) is approximately 11 feet while the mean high tide height is 9.5 feet. Computations indicate that the Chann is flushed once in every 2.1 full ti cycles (approximately every 26 hours). Computations also indicate that the average current velocity o water entering or leaving the Channe at the Northern Avenue Bridge is approximately 0.09 feet per second

Water Quality

Water quality conditions in t Fort Point Channel are highly variable. During non-storm conditio water quality is similar to that of the Inner Harbor (Table 14). However, during storms, combined sewer overflows contribute high levels of bacteria, solids, biochemical oxygen demand, nutrients, and metals to the water, and cause violations of Class SC water quality standards. Water in the Fort Point Channel is, however, suitable for fish and other marine life, boating, and industrial cooling water. Figure 21 presents the locations of water quality sampling sites in Boston Harbor.

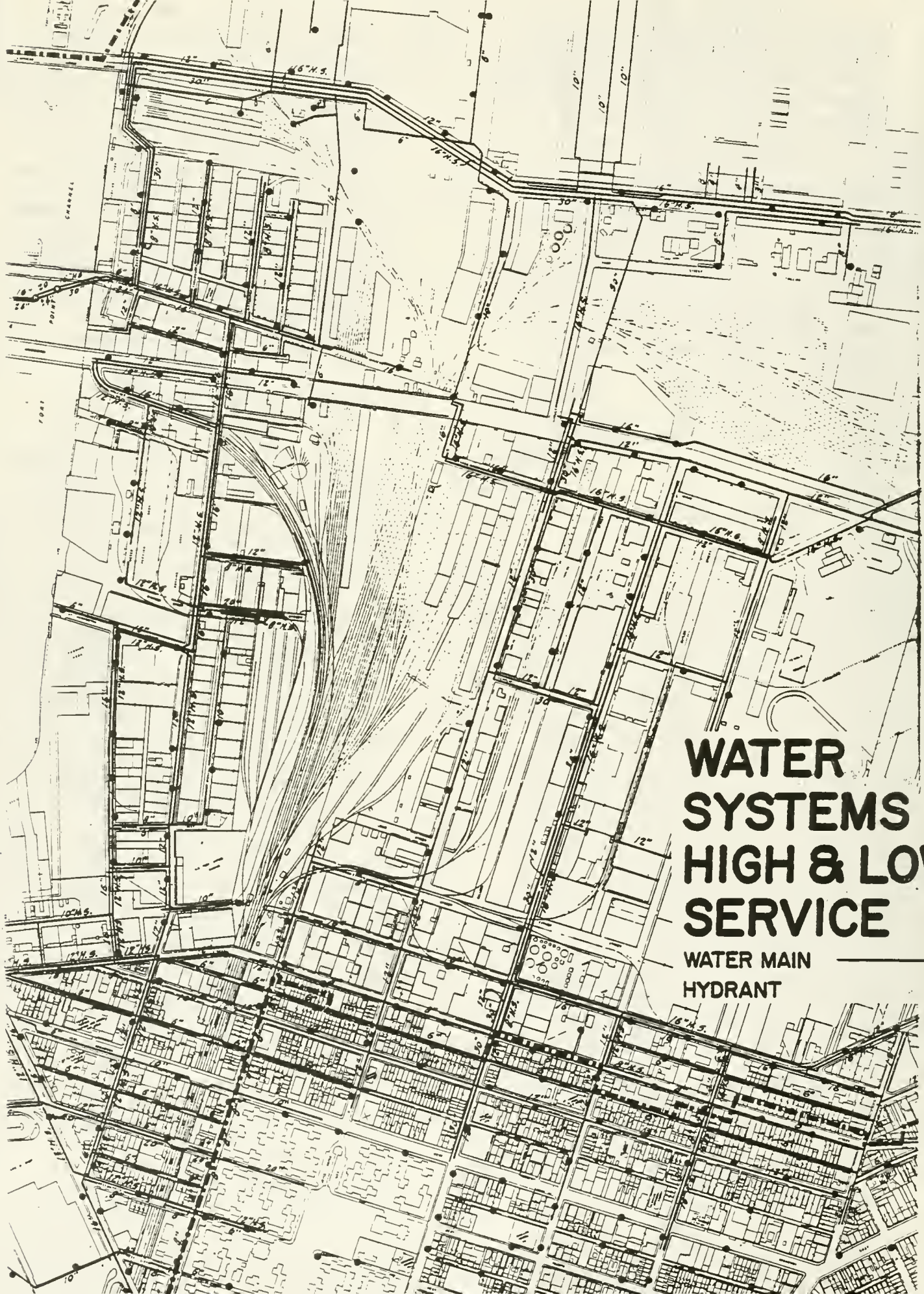
Sediments

The chemical and physical conditions of bottom sediments in the Fort Point Channel were determined through a review of existing data as well as site-specific investigations. These show high levels of metals and petroleum residuals in the Channel.

All surface sediments in the Channel are found to be Category 3 (highly contaminated) quality, with the most contaminated area located between Dorchester Avenue and Summer Street. While the quality of surface sediments is significantly degraded, this condition is only found in the upper 2-3 feet. Below this depth, sediments are relatively uncontaminated, and most are of Category 1 (uncontaminated) quality. The sediment quality at various depths at Station FP-2, as an example, is shown in Figure 23. Extraction Procedure Testing on Fort Point Channel sediments indicated they are non-hazardous, including no hazardous levels of PCBs. A summary of sediment characteristics is presented in Table 15.

Marine Life

Marine life found in the Fort Point Channel includes flounder, stickleback, mummichog, smelt, alewife, eel, and others which may enter the Channel from the Harbor. The diversity of marine life living in the bottom sediments is low, with a high preponderance of pollution-tolerant worms. Filamentous algae are the dominant species of marine vegetation in the Channel.


WATER SYSTEMS HIGH & LOW SERVICE
WATER MAIN
HYDRANT

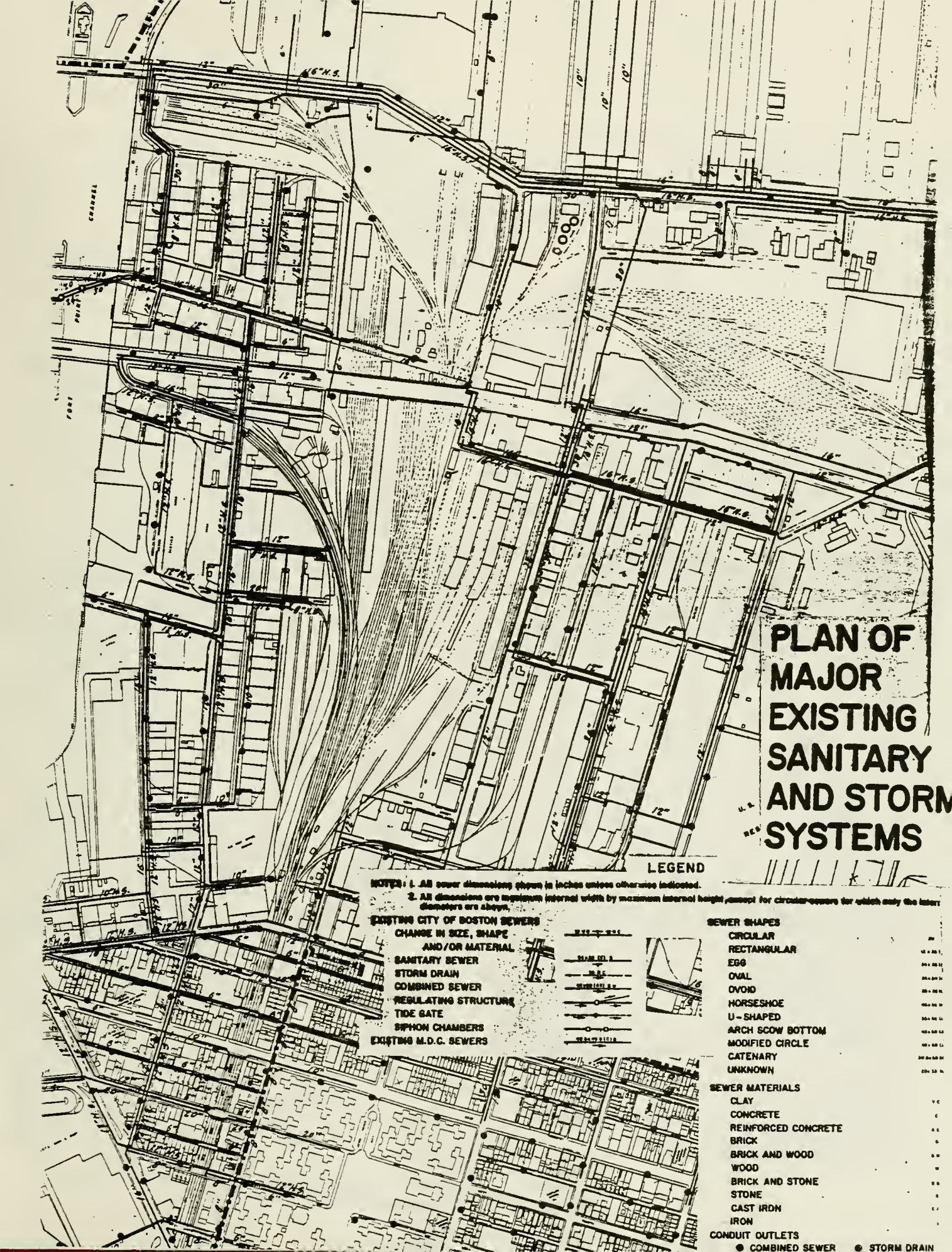
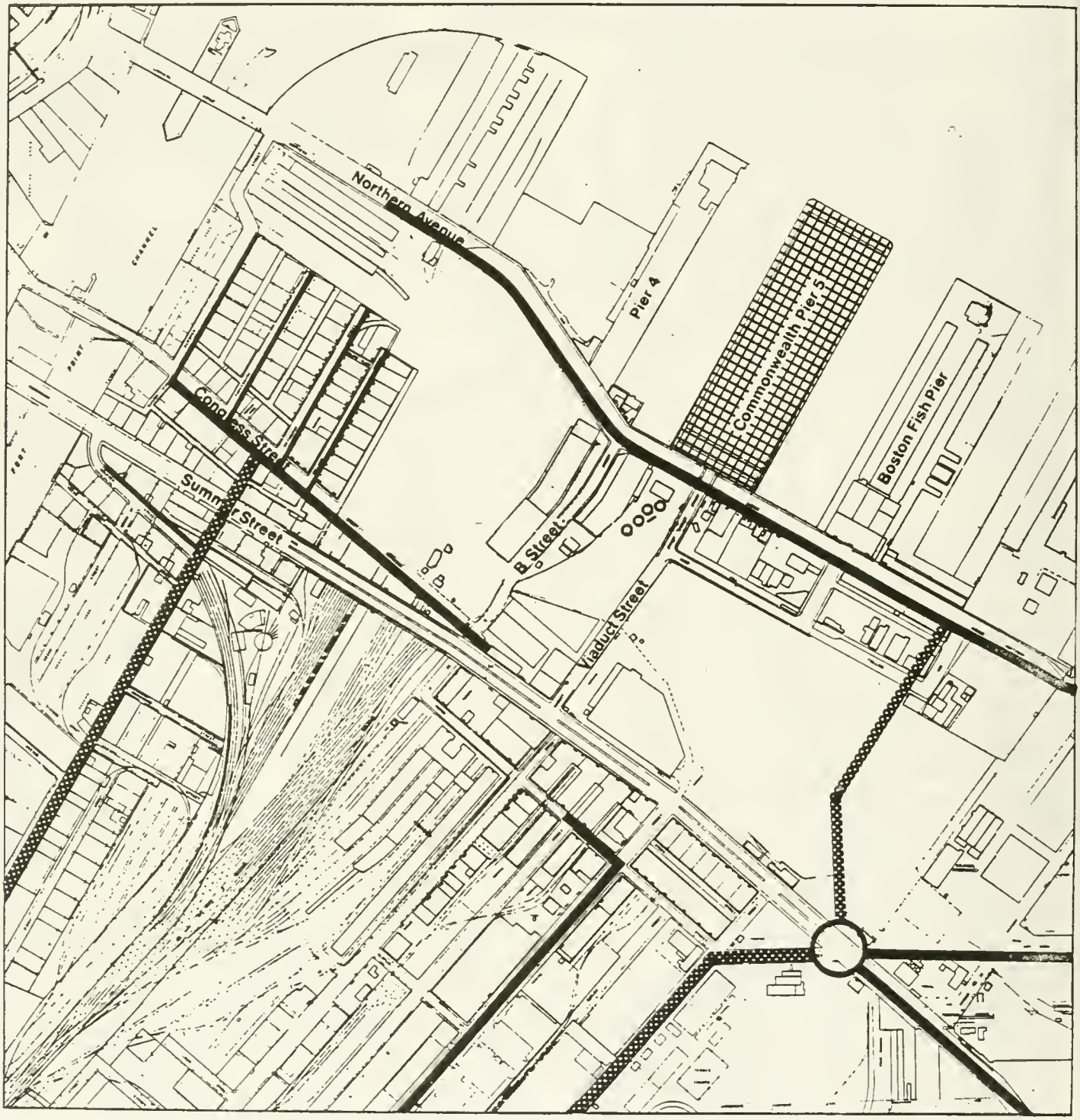

PLAN OF MAJOR EXISTING SANITARY AND STORM SYSTEMS
LEGEND
NOTES: 1. All sewer dimensions shown in inches unless otherwise indicated.
2. All dimensions are maximum internal width by maximum internal height, except for circular sewers for which only the latter dimensions are shown.
EXISTING CITY OF BOSTON SEWERS
CHANGE IN SIZE, SHAPE AND/OR MATERIAL
SANITARY SEWER
STORM DRAIN
COMBINED SEWER
REGULATING STRUCTURE
TIDE GATE
SIPHON CHAMBERS
EXISTING M.D.C. SEWERS
SEWER SHAPES
CIRCULAR
RECTANGULAR
EGG
OVAL
OVOID
HORSESHOE
U-SHAPED
ARCH SCOW BOTTOM
MODIFIED CIRCLE
CATENARY
UNKNOWN
SEWER MATERIALS
CLAY
CONCRETE
REINFORCED CONCRETE
BRICK
BRICK AND WOOD
WOOD
BRICK AND STONE
STONE
CAST IRON
IRON
CONDUIT OUTLETS
COMBINED SEWER
STORM DRAIN

Figure IV-18

Sanitary Sewer System



Source: Boston Water and Sewer Commission; and E. Lionel Pavlo Engineering Co., Inc. Final Utility Master Plan and Report: Northern Avenue/Commonwealth Flats South Boston, September 1981.

Sewage collection mains

Trunk lines (24" or larger)

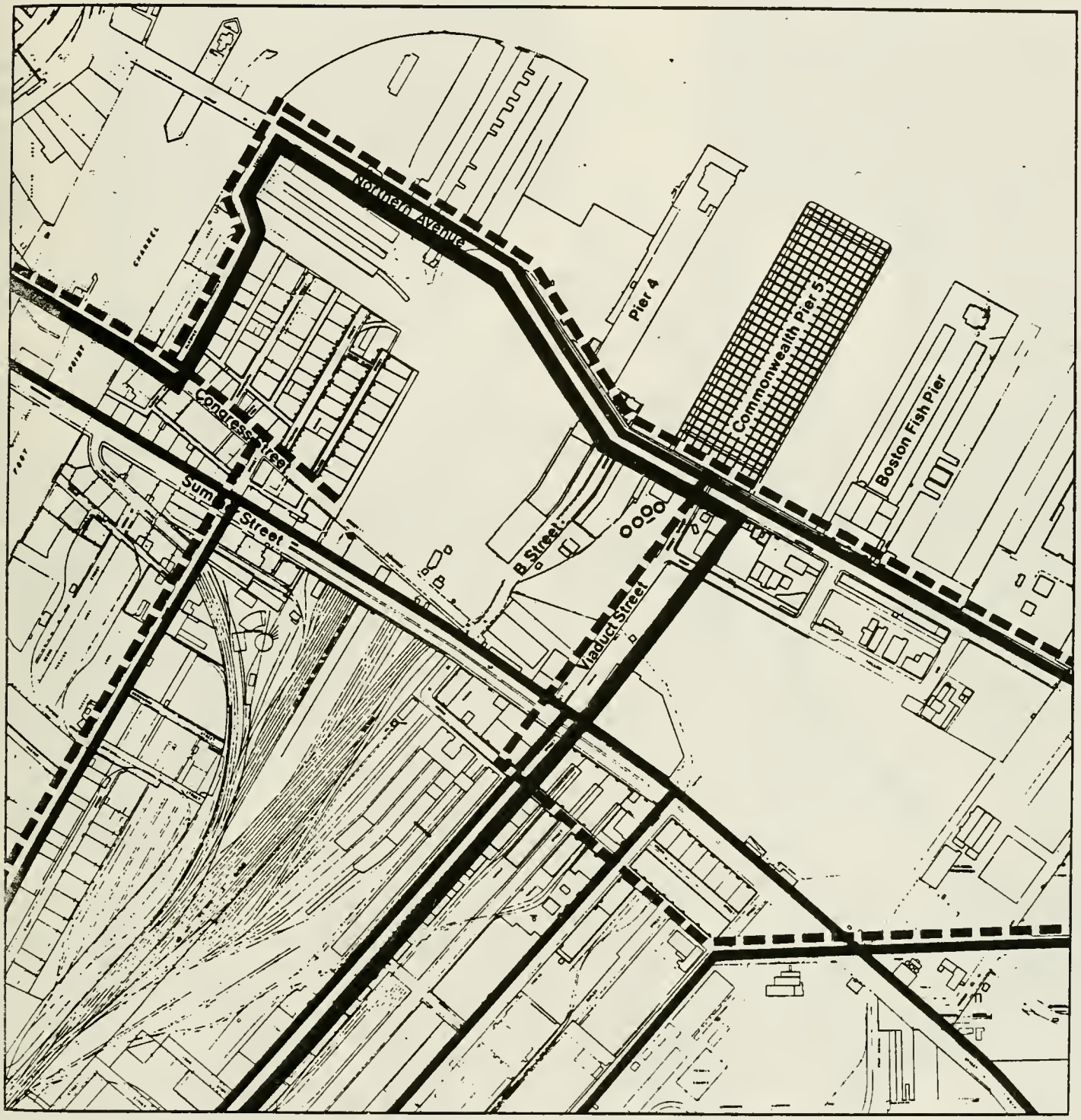
Pump station

N

0 1/8 1/4 mile

Figure IV-17

Existing Water System



Source: Boston Water and Sewer Commission; and E. Lionel Pavlo Engineering Co., Inc. Final Utility Master Plan and Report: Northern Avenue/Commonwealth Flats South Boston, September 1981.

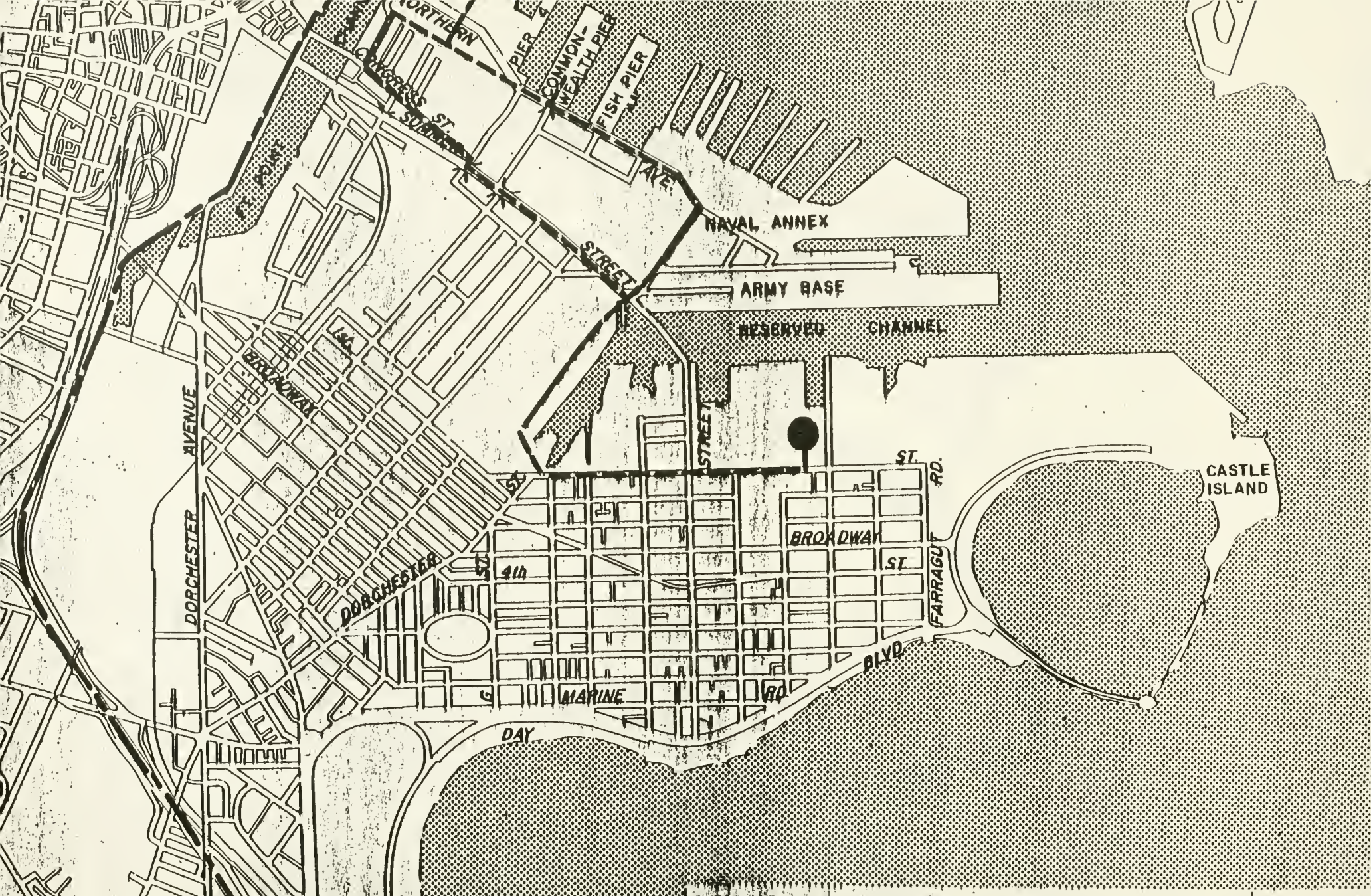
Low service (30" transmission)

Low service (domestic)

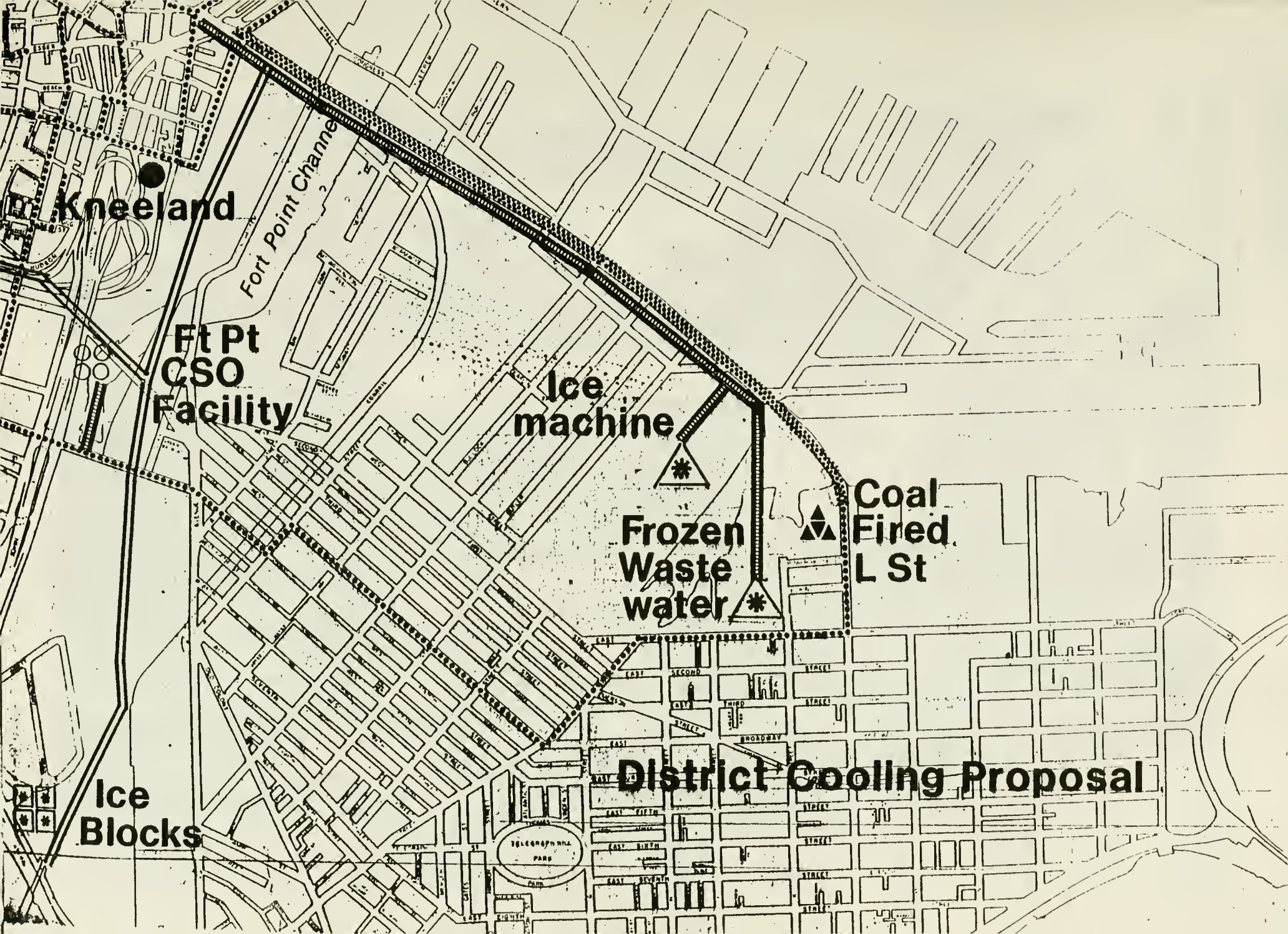
High service

N

0 1/8 1/4 mile



District Heating Proposal


Kneeland
Fort Point Channel
Ft Pt
CSO
Facility
Ice
machine
Frozen
Waste
water
Coal
Fired
L St
Ice
Blocks
District Cooling Proposal

A
B
F

Property of BOSTON REDEVELOPMENT AUTHORITY Library

STRUCTURES

5.3.1 Fort Point Channel Potential National Register District

Description

The Fort Point Channel area, including the Channel itself, the bridges over it, and the wharves, warehouses and transportation facilities on either side of it, comprise a physical record of the complex transportation developments which accompanied the rapid industrial expansion of Boston in the late nineteenth and early twentieth centuries. The Channel forms a symbolic vestige of the original Shawmut Peninsula on which Boston was located. The Fort Point Channel area is potentially eligible for the National Register based on consultations with the Massachusetts Historical Commission and the Boston Landmarks Commission. According to the National Park Service, there have been no Section 6(f) funds expended on this District.

The District includes the following contributing elements.

The Fort Point Channel (ca. 1890's). This historic waterway, bordered by granite bulkheads, was created as part of the late nineteenth century industrial/transportation development of South Boston. It is owned by the Commonwealth of Massachusetts.

Boston Wharf Co. Warehouse District. Built between 1880 and 1930, this unified district of late nineteenth and early twentieth century industrial buildings was built by the Boston Wharf Co. It is privately-owned, except for city streets.

Factory Buildings Trust/A Street Industrial Buildings. These buildings were constructed in the 1890's to 1930's as an extension of the Boston Wharf Co. industrial development. Except for the city-owned streets, it is privately-owned.

29. Fort Point Channel District

Described in Section 3.10.1 of the DEIS/DEIR (page 99), this potential historic district includes the Channel itself, four historic bridges over it and the adjacent Boston Wharf Company Warehouse development.

Individual Historic Buildings in South Boston

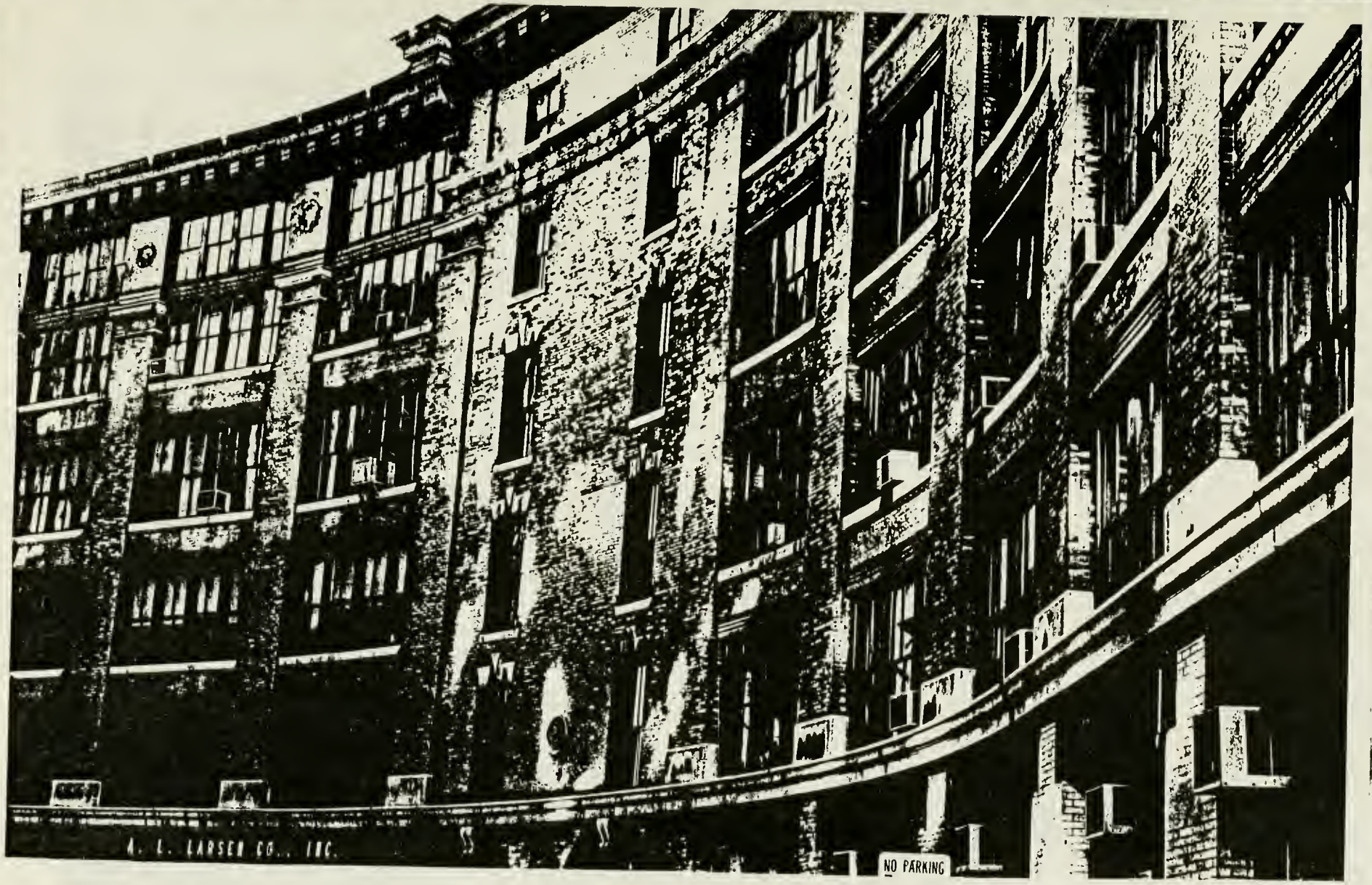
30. Commonwealth Pier, 1914 (NR)

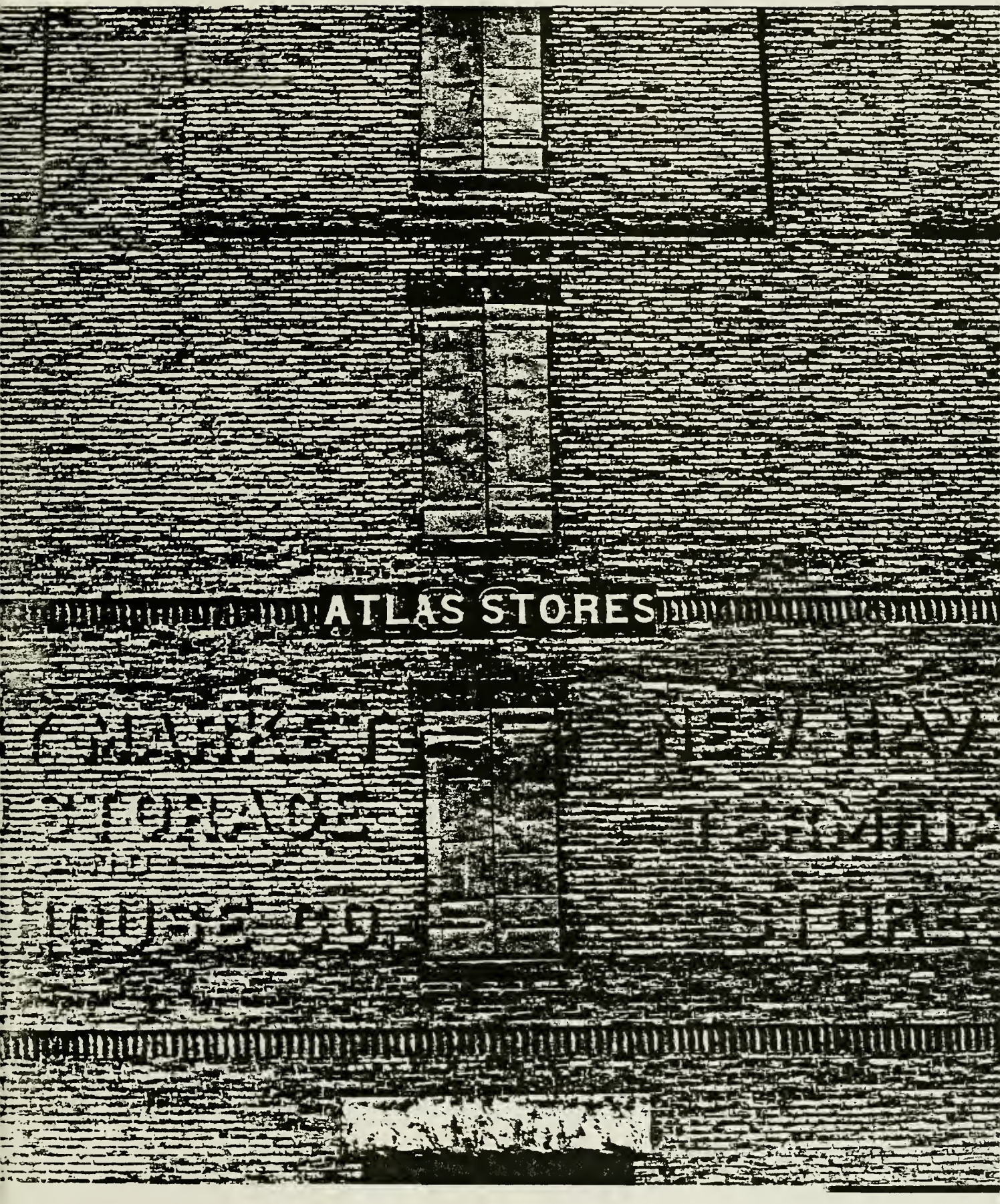
The South Boston Flats were developed in the early years of the 20th century as part of a vigorous campaign for the enlargement of Boston's port. The development included the new Fish Pier, built in 1914 to house the Boston Fish Market, the Commonwealth Pier, and other physical improvements to the surrounding area. Following its completion, the Commonwealth Pier became the center of the American wool trade, as well as a port of entry for immigrants to the United States, serving the Hamburg-American Line, which brought immigrants to Boston from Germany and intermediate European ports. The pier is impressive in its architecture, and the viaduct connection to Summer Street is an early example of the separation of roadway, railroad, and shipping modes of transportation.

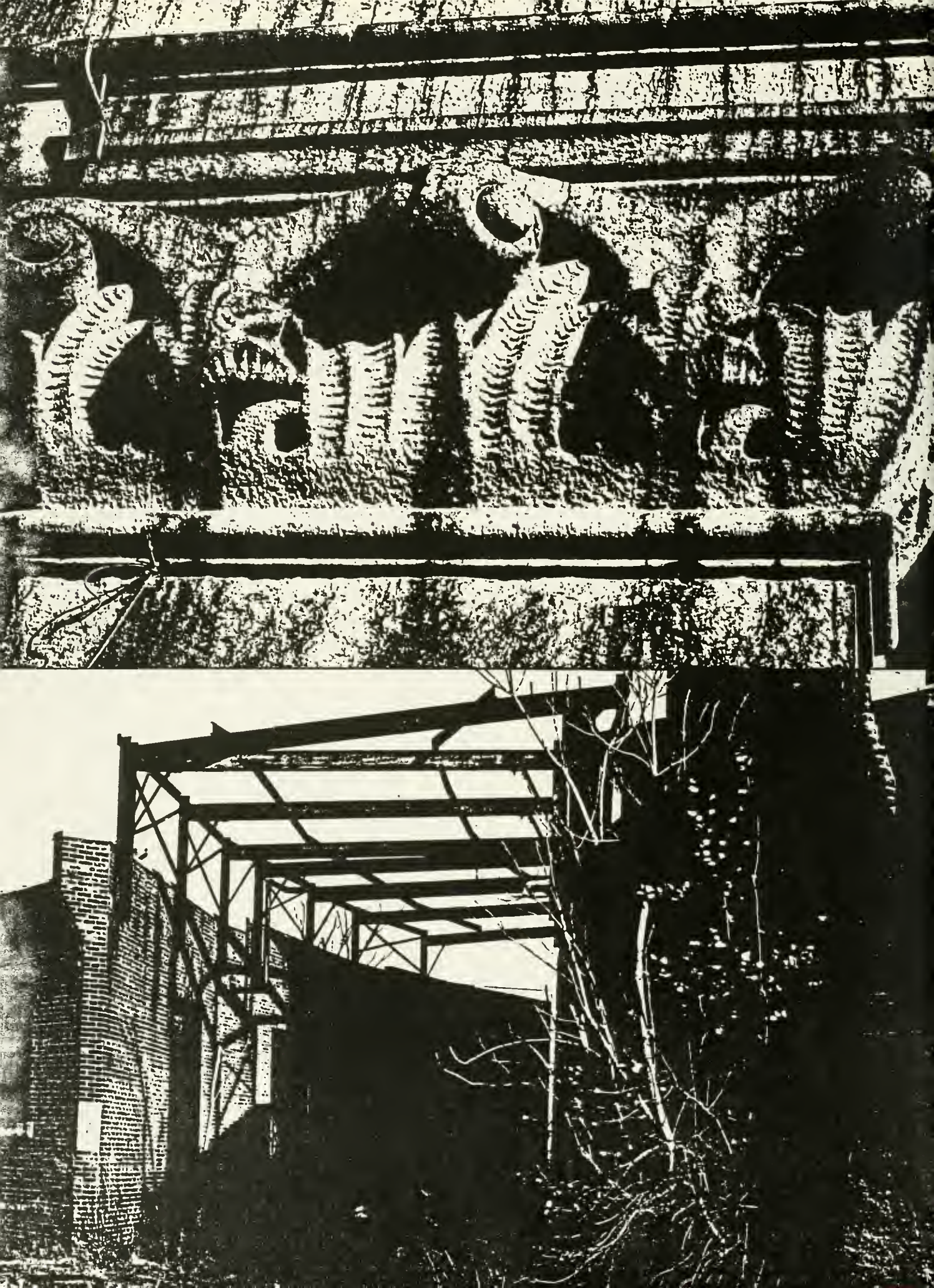
31. Fish Pier (1914)

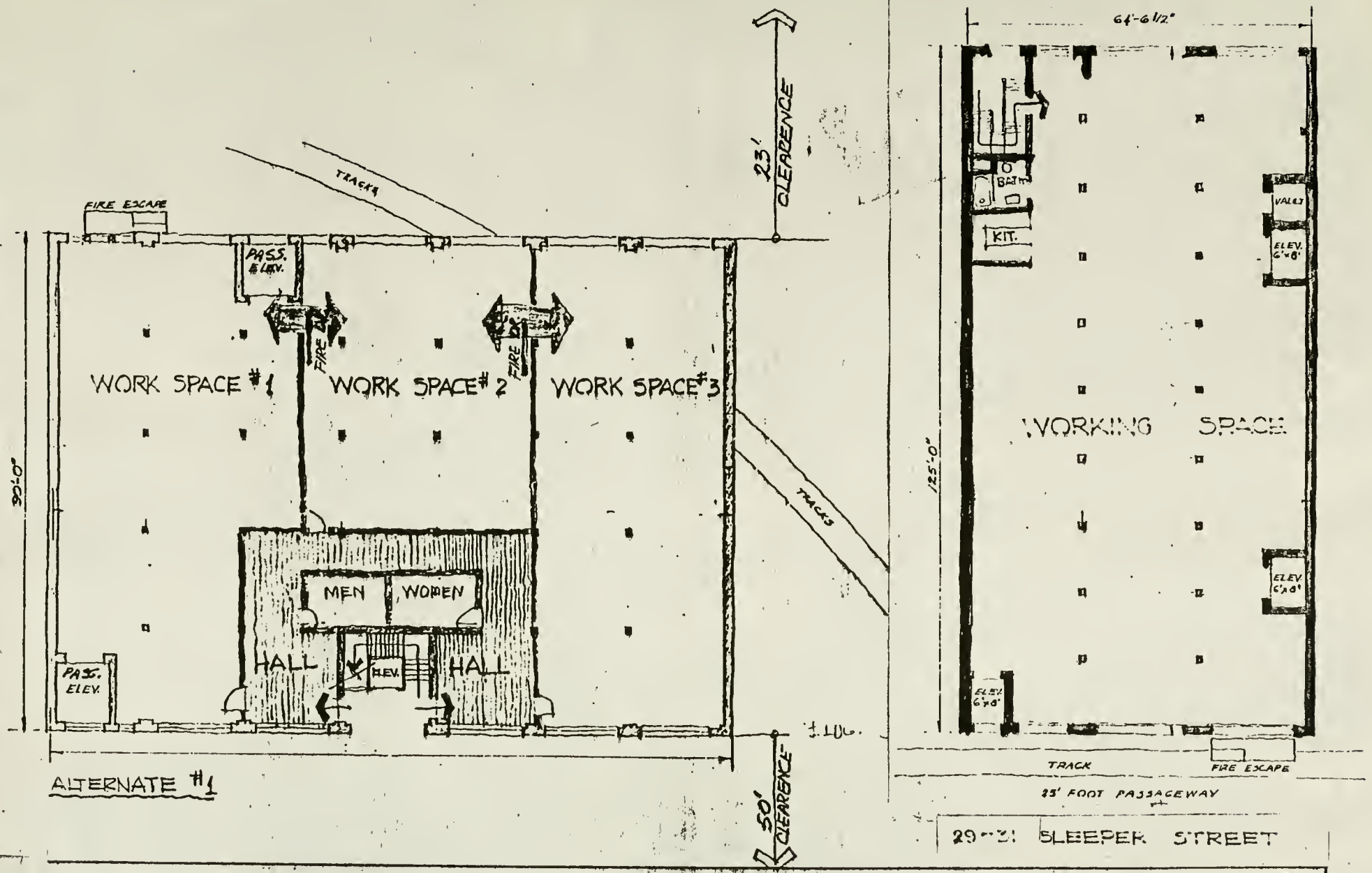
Adjacent to Commonwealth Pier and part of the development of the South Boston Flats described above, the pier is an architecturally unified complex of three three-story buildings made of brick with terra cotta classical ornamentation. It is still in its original use as the center of Boston's commercial fishing industry.

BUILDING HEIGHTS
1-2 STORY
3-4 STORY
5-6 STORY
7+ STORY


A. L. LARSEN CO., INC.
NO PARKING


ATLAS STORES

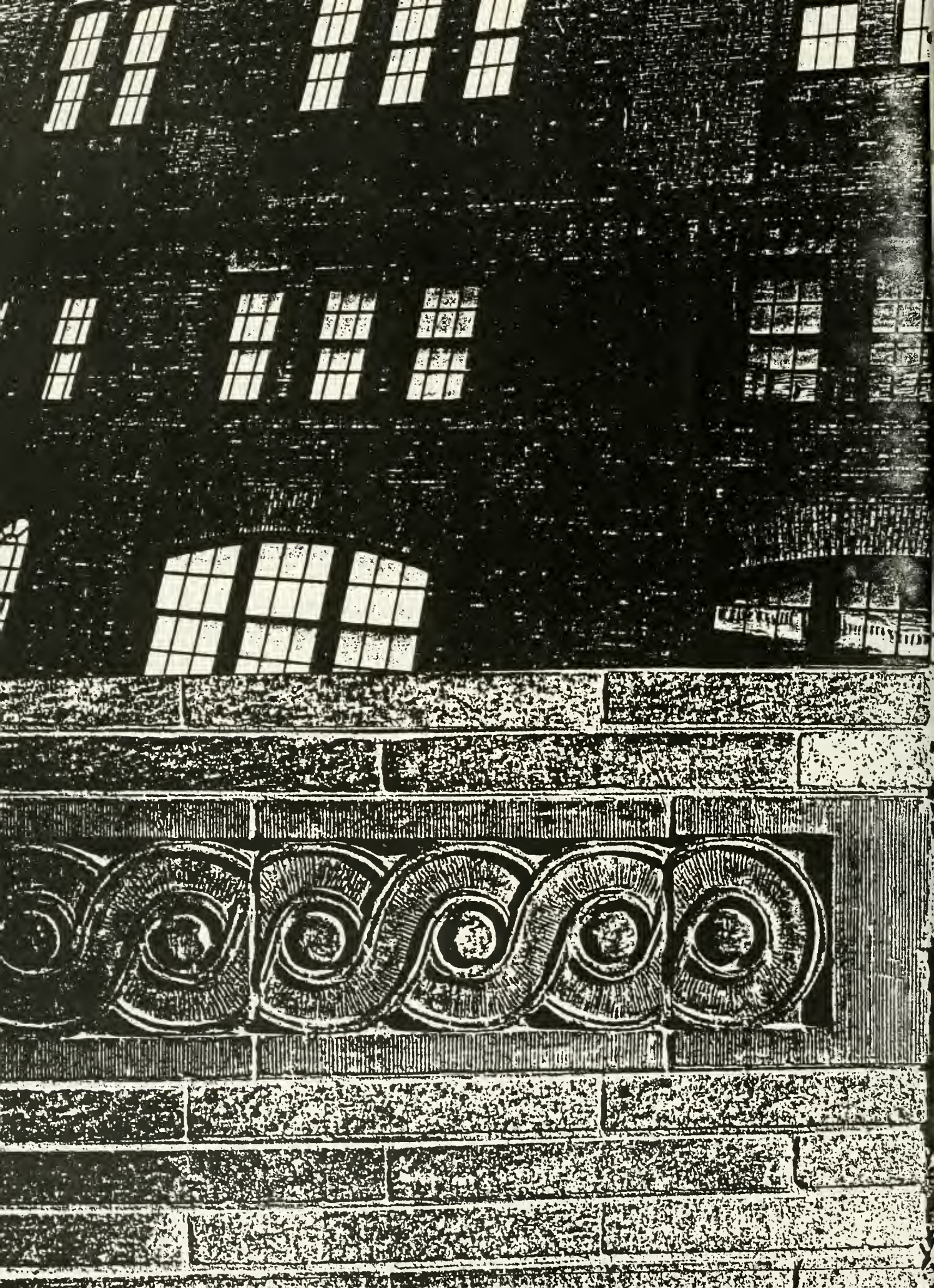




BOSTON WHARF COMPANY

44-54 FARNSWORTH

PROJECT AREA: SOUTH BOSTON
drawn by: ROGER C. ERICKSON
scale: 1/16" = 1'-0"
date: NOV. 2, 1976



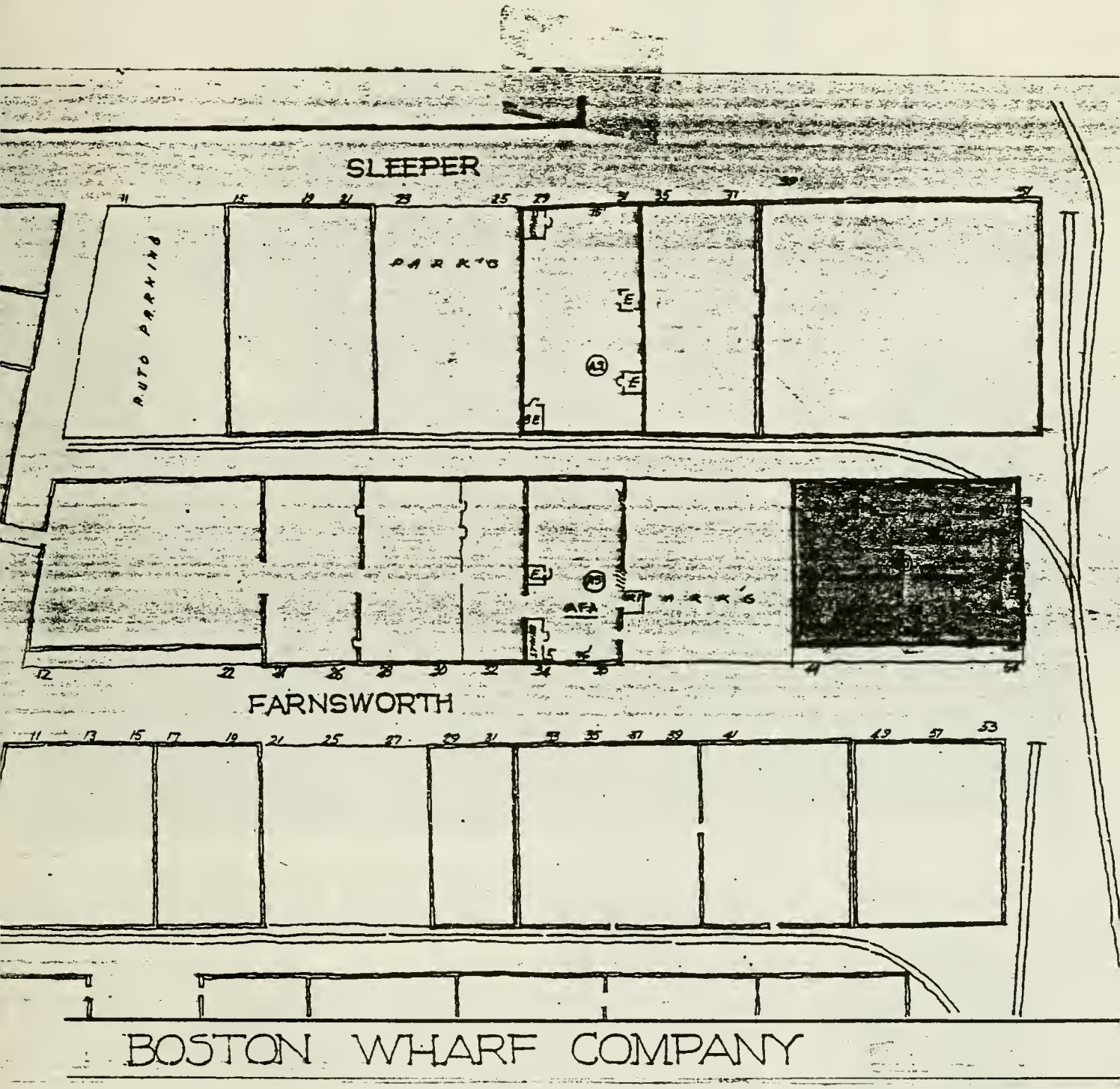
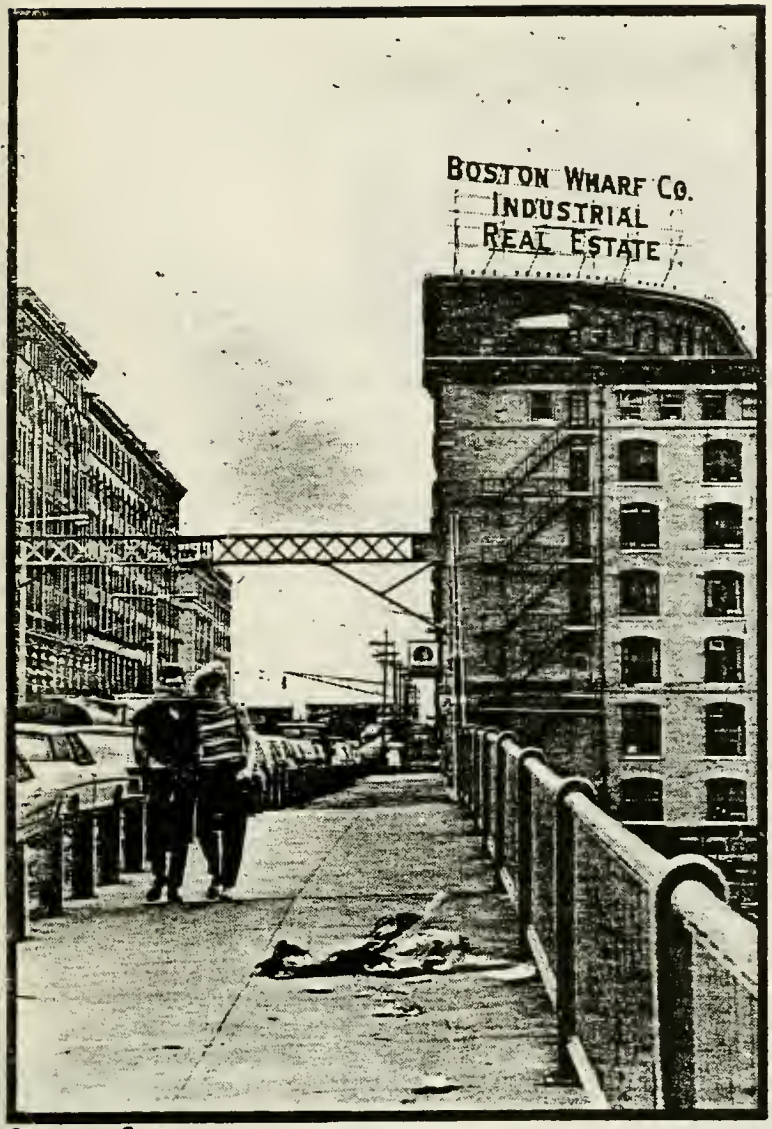

SLEEPER
AUTO PARKING
PARK'G
E
E
AFA
FARNSWORTH
BOSTON WHARF COMPANY

Figure IV-11

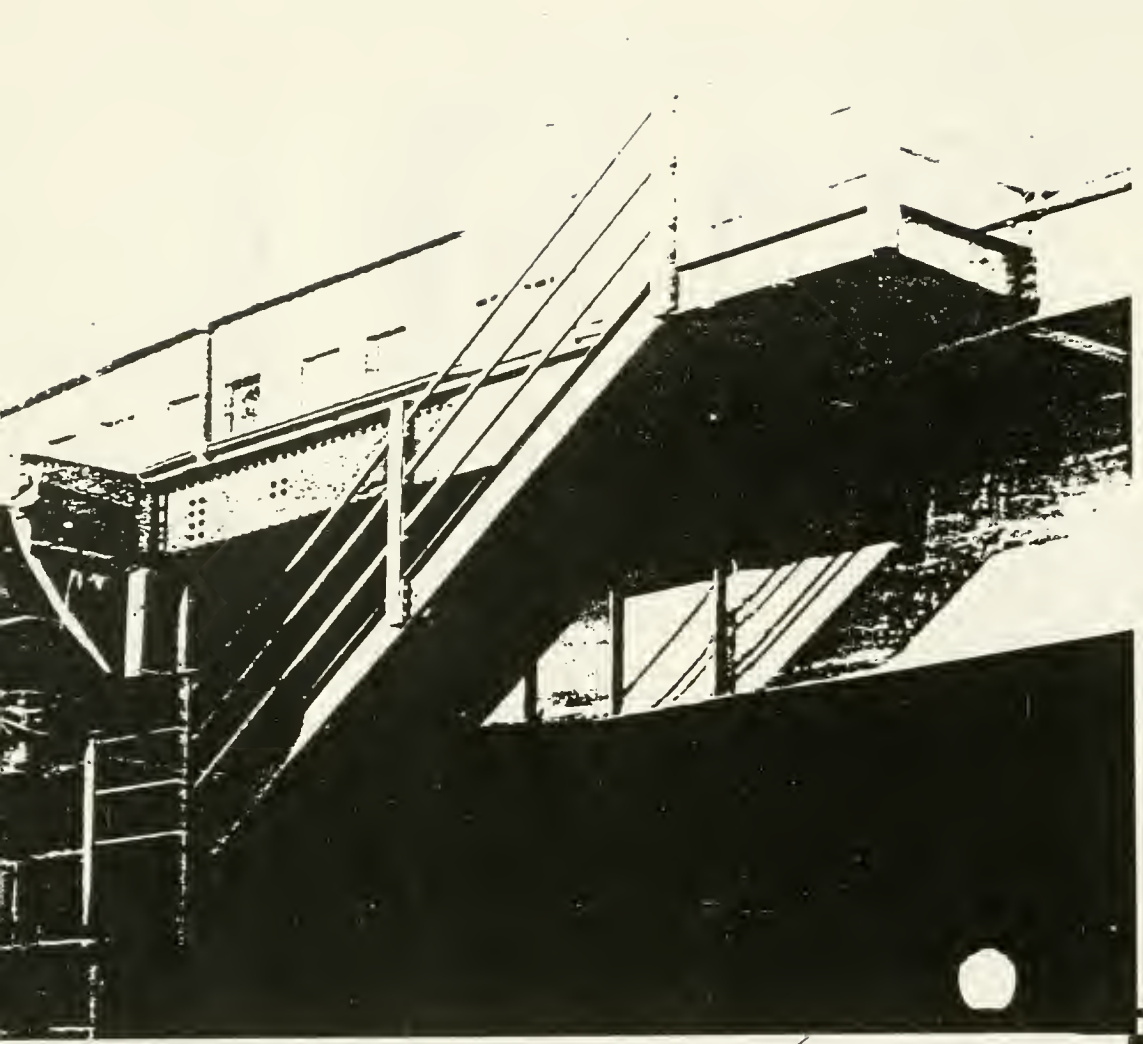
Headhouse Facade

The Headhouse facade (as shown here from the viaduct level) demonstrates the design and detailing of early 20th century civic/industrial structures. Commonwealth Pier and South Station are the two remaining Beaux Arts structures in Boston.



Summer Street

BRIDGES



Summer at A St.

Summer at RR

Summer

Summer Street Bridges (Categorical Exclusion)

NATURE OF PROJECT: Repair or Replacement - Upgrading
Connection in Existing Right-of-Way

There are six Summer Street bridges connecting the northern industrial section of South Boston to the regional highway network. Five of these bridges are owned by the City and have been analyzed recently to determine needed repair. The sixth, over the Conrail tracks, is owned by the Commonwealth of Massachusetts. It requires no remedial work. Deteriorated conditions have resulted in reduced load capability for some of these structures. As a result, heavy trucks must detour to other streets causing congestion and safety hazards on those other streets.

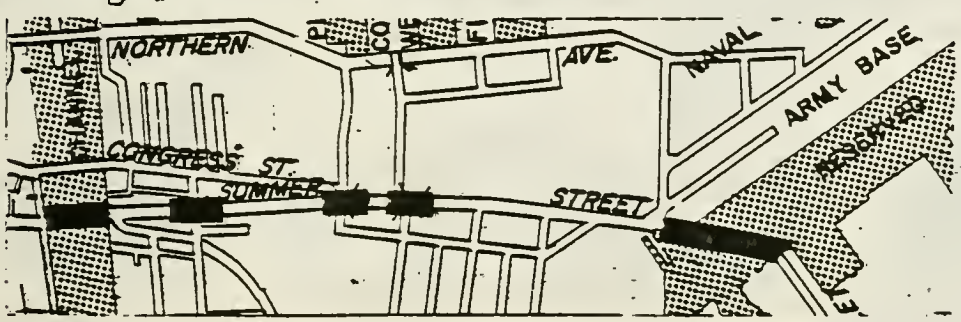
Three of the bridges, A Street, B Street and the bridge over the Fort Point Channel all have a deadload problem necessitating slab or deck replacement. The bridge over C Street has a similar deadload problem but the proximity to the viaduct constrains the pavement stripping option and necessitates total bridge reconstruction.

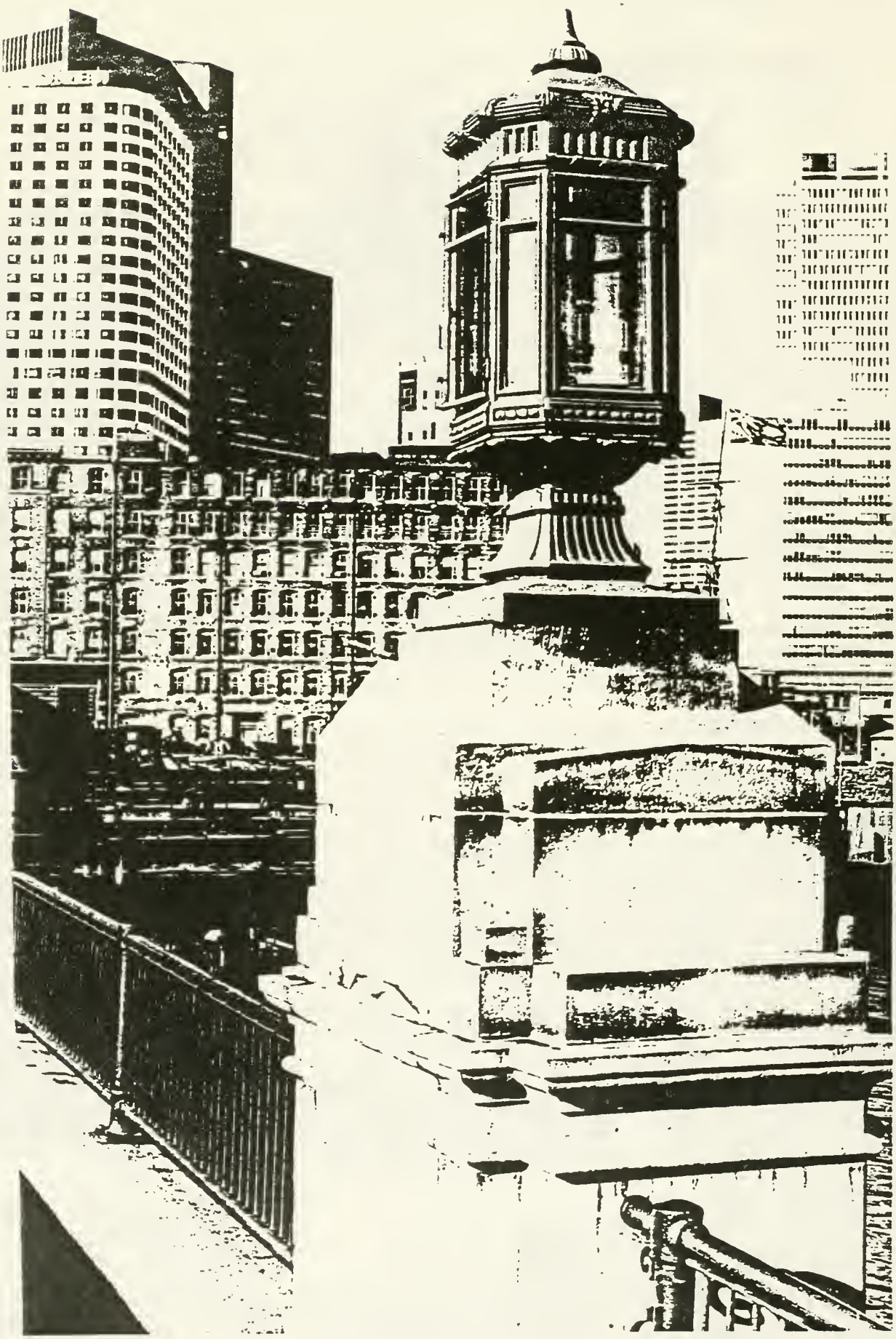
The Reserved Channel Bridge needs additional stringers, and repairs to the grid would eliminate the current problem of grid damage caused by heavy trucks.

City bridge consultants have recommended a program of minimal repairs to the City-owned Summer Street Bridges to increase their loading capacity to allow 36-ton loads carried in five-axle vehicles. The estimated cost for this work is $1,100,000.

Projections of traffic volumes to the Year 2000 indicate an 80% increase in trucks using Summer Street based on new development activities in South Boston and ordinary traffic growth. This clearly indicates the need to insure the Summer Street bridges are adequate to accommodate these trucks, many of which will be carrying heavy cargo.

The repair of the bridge over Conrail should be planned mindful of the possibility of a new Spine Road being built in the Conrail Yards connecting Northern Avenue to West First Street. Such a road will need adequate clearance under the Summer Street Bridge. Thus, some grade adjustment may be required in the bridge.



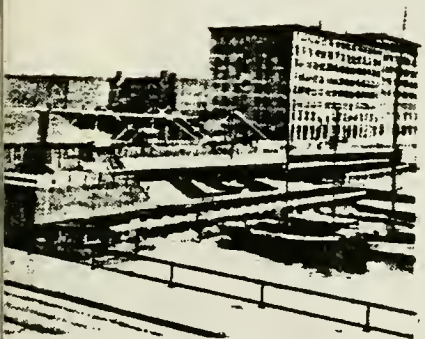


Congress Street

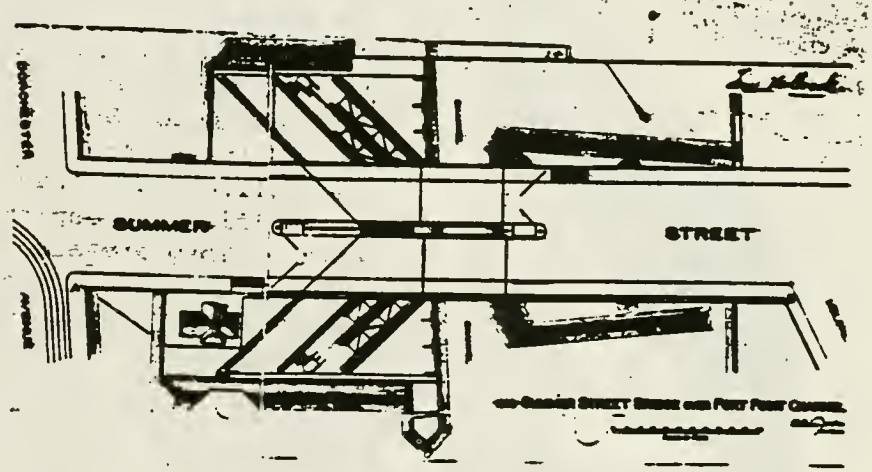
BRIDGES

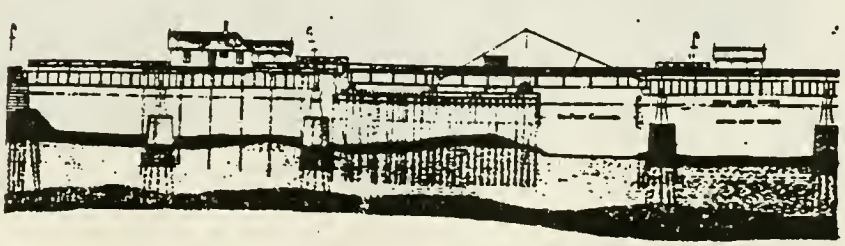
22. The Fort Point Channel and Bridges — Boston by this period was laced with a complex networks of channels, canals and river entrances. The intersection of these busy waterways with an expanding road network developed on filled land created the need for scores of moveable bridges throughout the City. Travel in almost any direction from center of the City was often interrupted by the operation of these devices, which were a common feature of the waterfront. By the early 20th-century, eight such bridges crossed over Fort Point Channel to serve new development in South Boston. The importance of these structures can be judged by the fact that during the 1890's, nearly 19,000 vessels, steamers, sailing boats and tugs passed through the Congress Street Bridge carrying cotton, molasses, spices, wood, dye, fruit, shoes, and cattle, among other cargo. Those which remain today include:

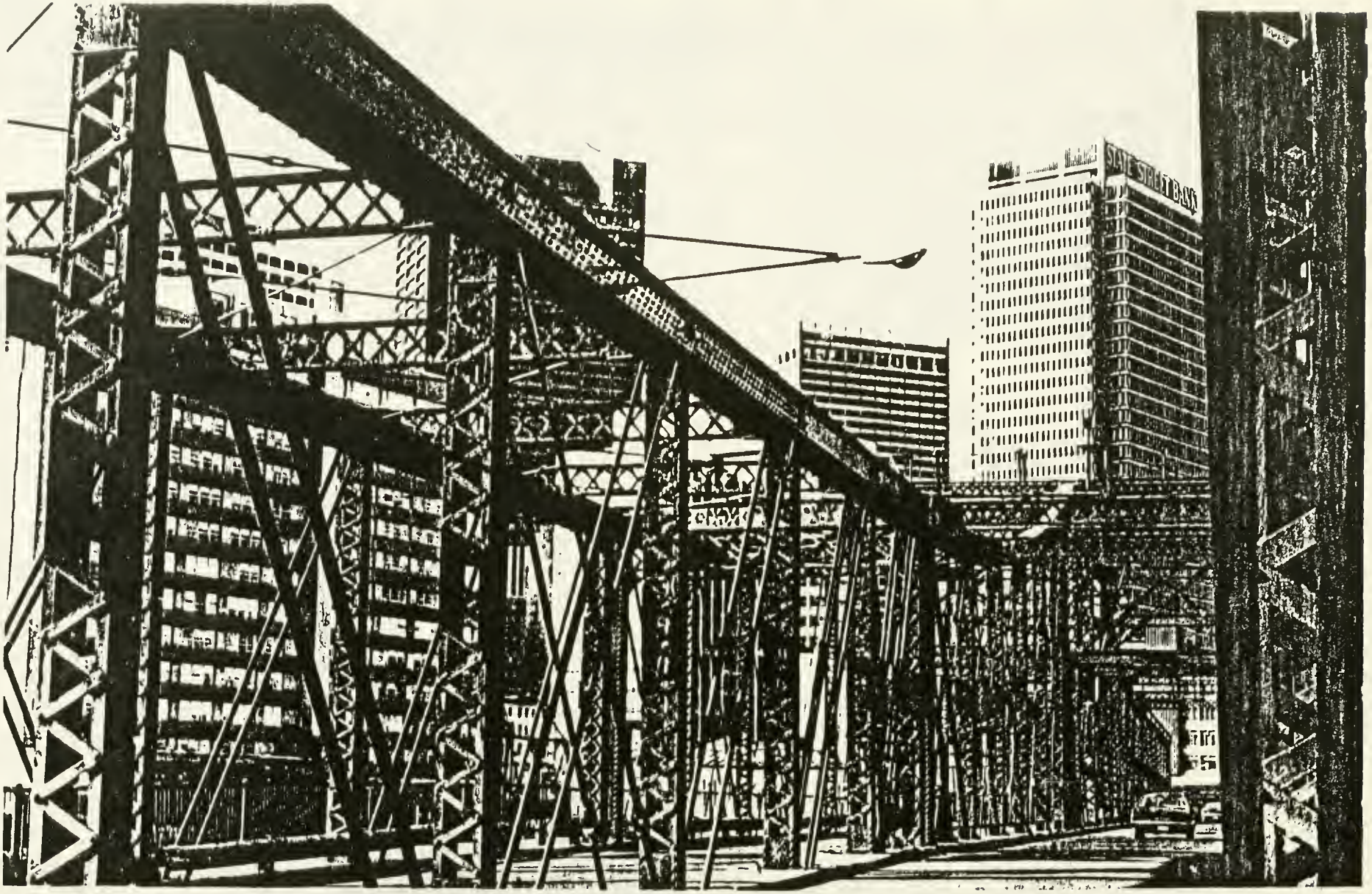
o Summer Street — originally a railroad bridge, replaced in 1898 by a retractible bridge, where the current Summer Street was constructed. The retractible bridge type was a design unique to Boston and used at many locations. Today, only 2 remain: at Summer Street, which has been fixed in place, and further along the same route at L Street in South Boston, which still operates.



The Summer Street Retractible Bridge was unique in its design and was duplicated in many locations throughout the state and country.







Northern Ave.

- Dover/West Fourth St. — the earliest bridge route to South Boston was first built in 1805. It was rebuilt again in 1858 and the present structure dates back to 1876; it consisted of a fixed span and a simple drawbridge. Today, only the fixed portion remains.

- Broadway — first built in 1871, later replaced by a swing bridge in 1914.

- Old Colony RR — an 1886 draw bridge, later replaced by the rolling bascule bridge now servicing South Station.

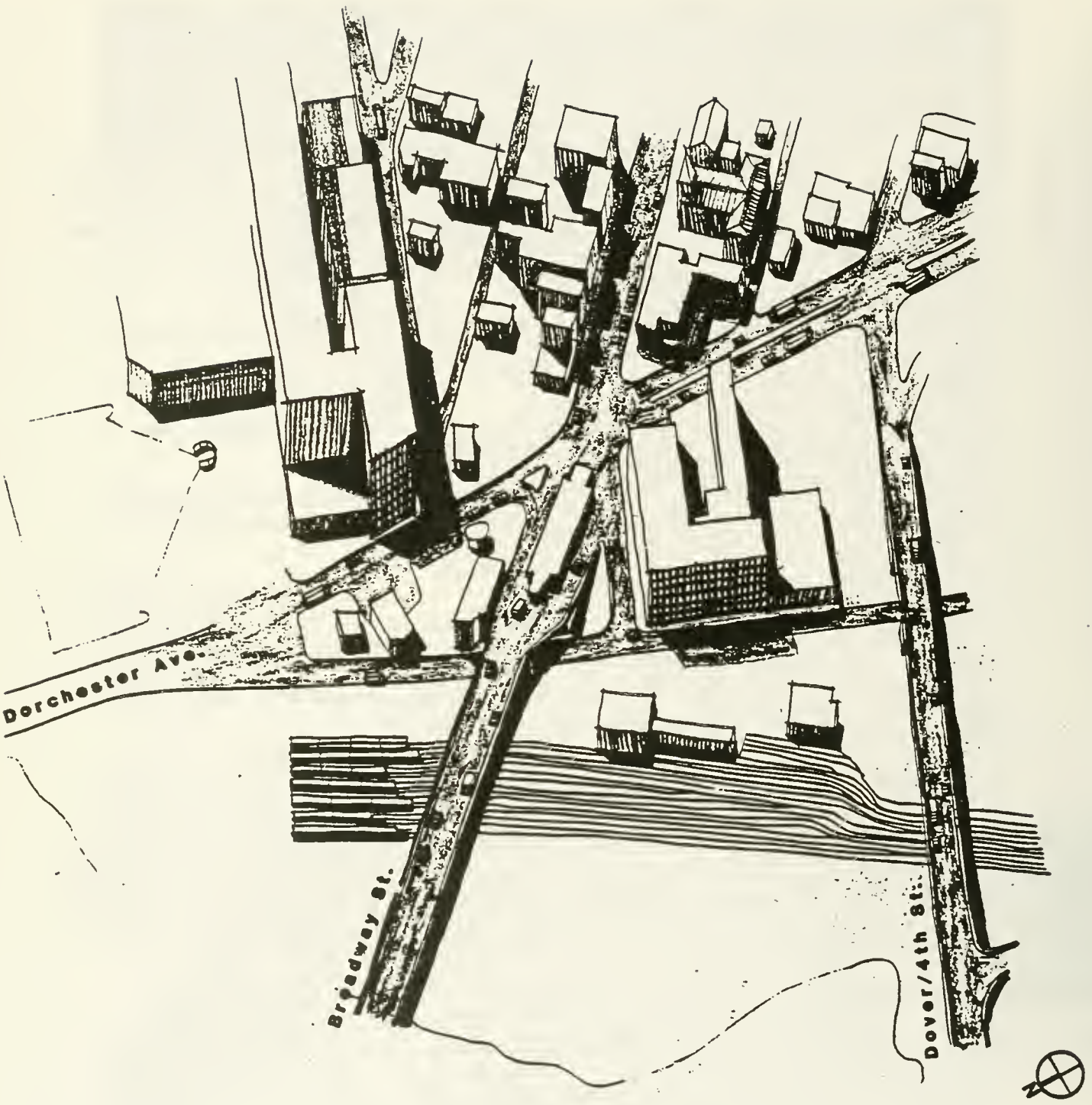
- Dorchester Avenue — originally a retractible bridge, now fixed in place and owned by the U.S. Postal Service.

- Congress Street — a single leaf bascule bridge, built in 1930 to replace an earlier draw bridge. The current structure contains elegant light standards; its counterweight still hangs poised over Congress Street, although the bridge has been fixed.

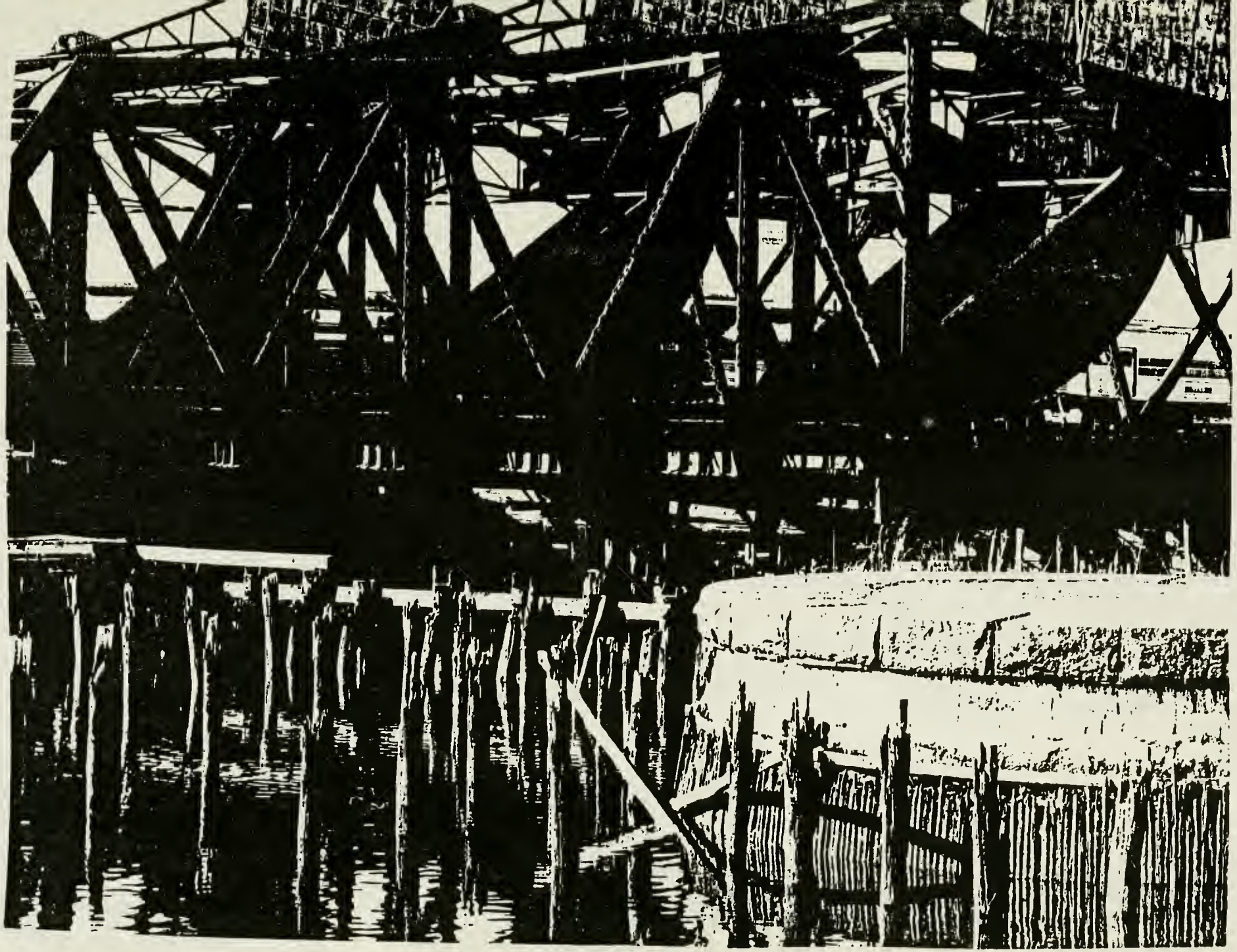
- Northern Avenue — a 1908 swing bridge of steel and concrete; the last route across the Channel to be opened to traffic. The current structure has been judged eligible for the National Register of Historic Places. Its traffic carrying function is about to be replaced by a new Northern Avenue Bridge, but the fate of the existing structure is yet to be determined.

In 1908, the new Northern Avenue Swing-Type Bridge connected Atlantic Avenue with an emerging warehouse district in Fort Point Channel.

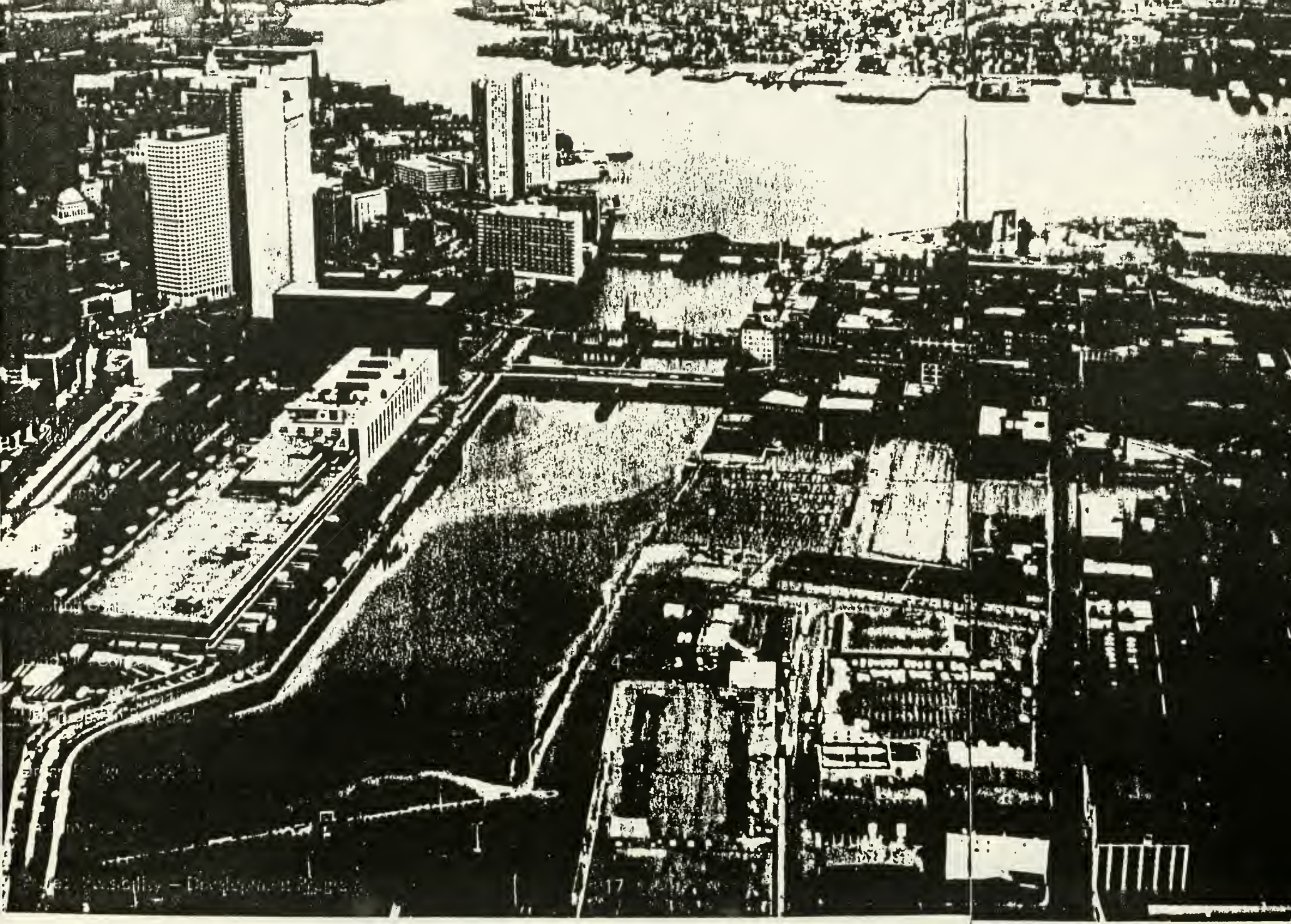
The foundations and abutments of two additional bridges that have been removed — Federal and Mt. Washington Streets — can still be seen in the Channel. Although in some cases altered, the collection of remaining bridges represent a significant grouping of 19th-century engineering works. They are also a last remaining remnant of the old waterfront that contributes greatly to the Channel's 19th-century setting.

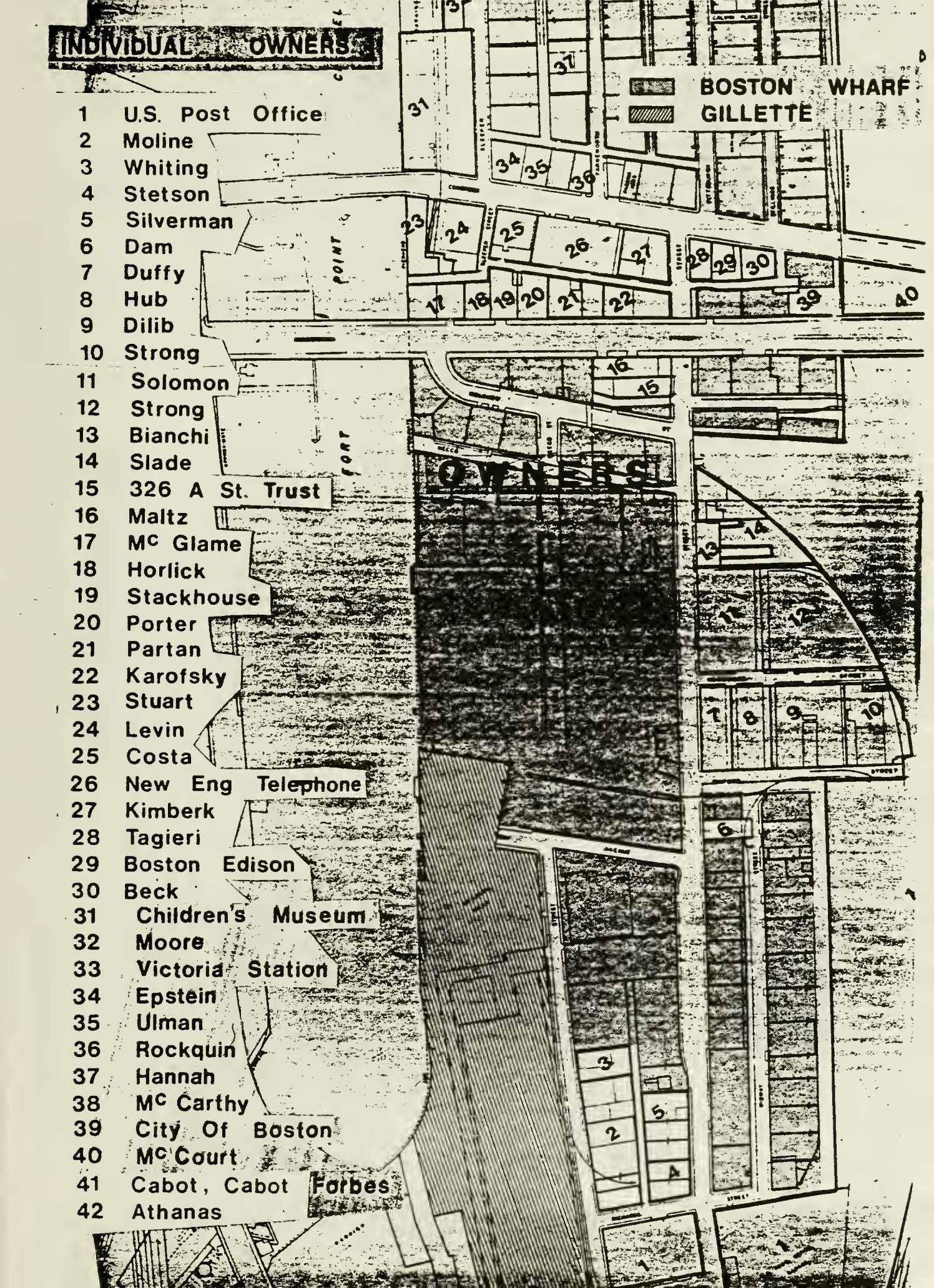


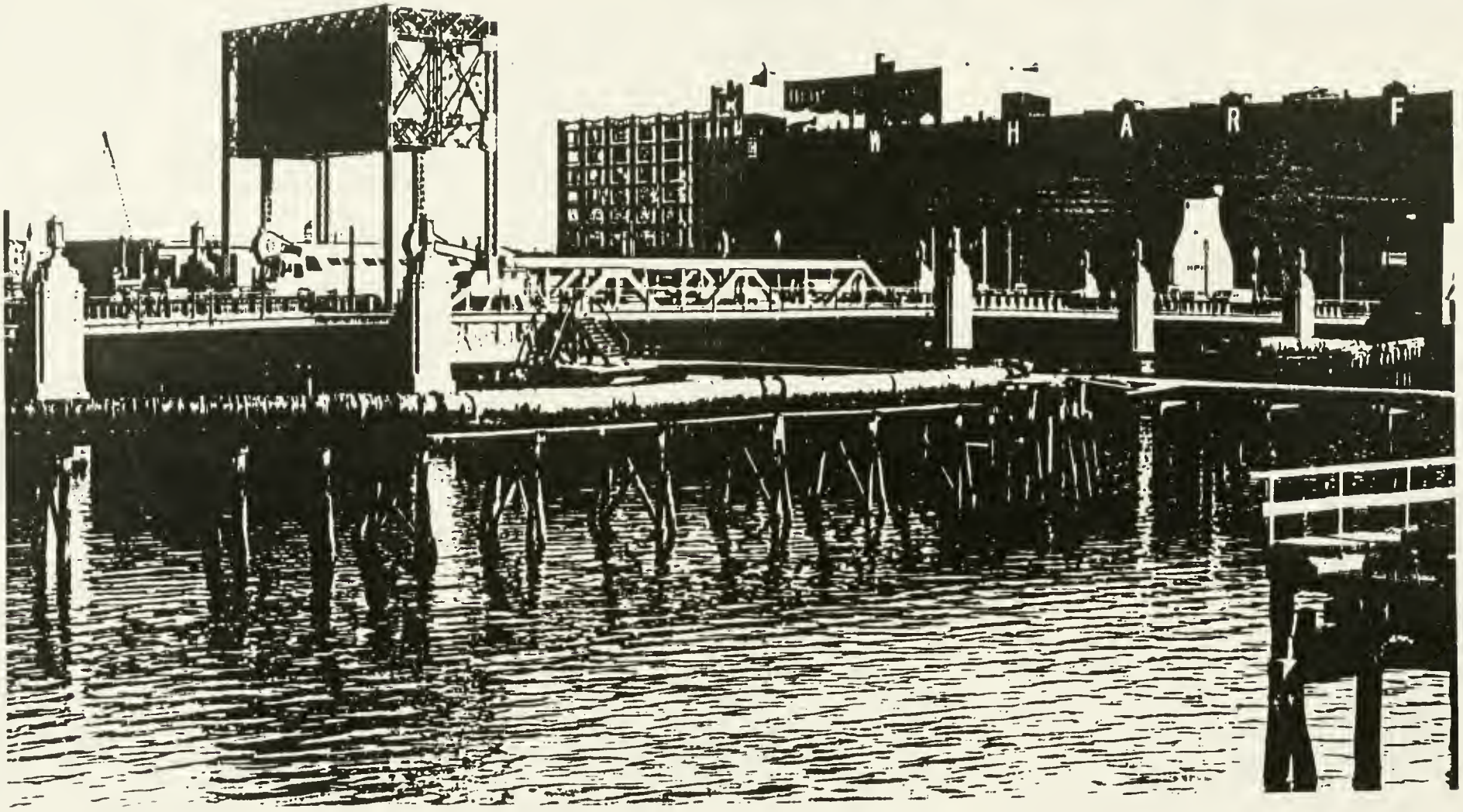
The Existing Broadway Intersection



Old Colony RR Bridge



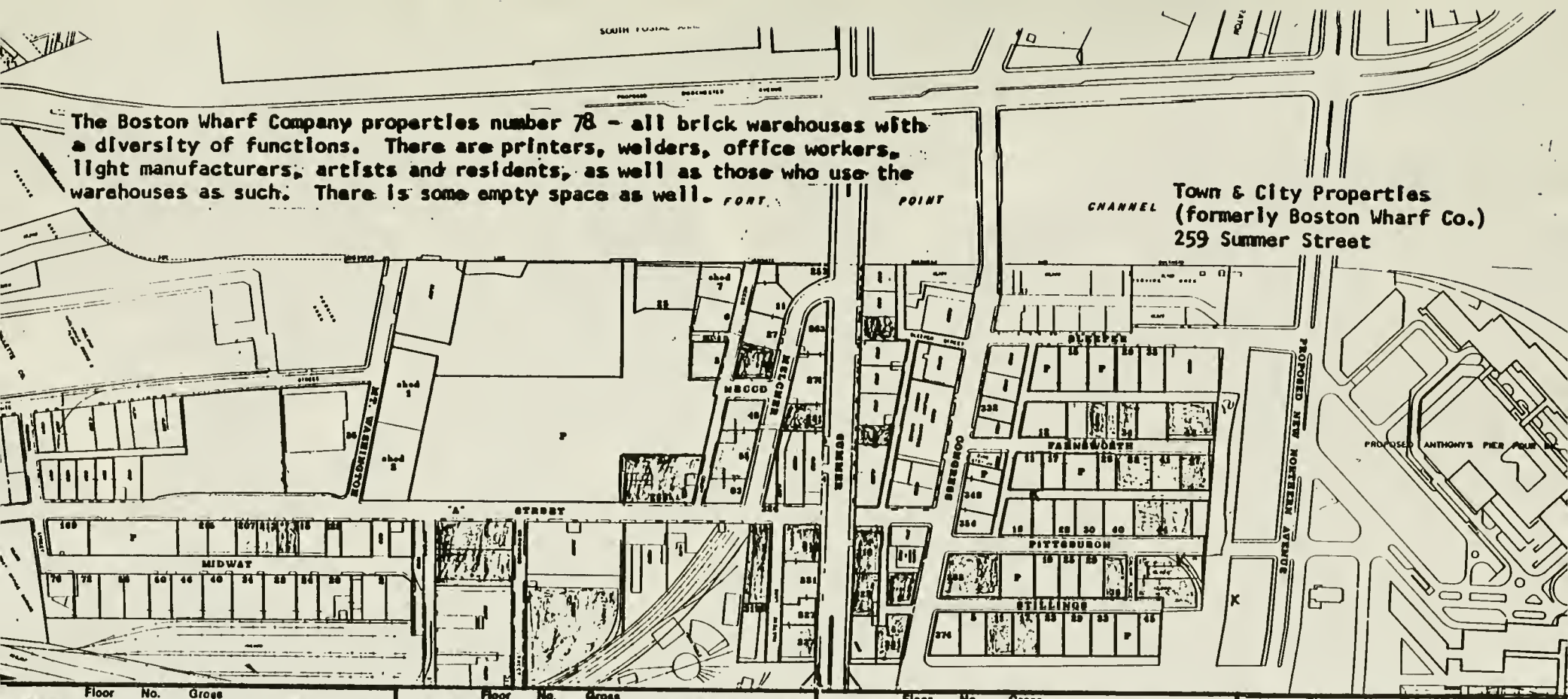

INDIVIDUAL OWNERS
1 U.S. Post Office
2 Moline
3 Whiting
4 Stetson
5 Silverman
6 Dam
7 Duffy
8 Hub
9 Dilib
10 Strong
11 Solomon
12 Strong
13 Bianchi
14 Slade
15 326 A St. Trust
16 Maltz
17 Mc Glame
18 Horlick
19 Stackhouse
20 Porter
21 Partan
22 Karofsky
23 Stuart
24 Levin
25 Costa
26 New Eng Telephone
27 Kimberk
28 Tagieri
29 Boston Edison
30 Beck
31 Children's Museum
32 Moore
33 Victoria Station
34 Epstein
35 Ulman
36 Rockquin
37 Hannah
38 Mc Carthy
39 City Of Boston
40 Mc Court
41 Cabot, Cabot Forbes
42 Athanas
BOSTON WHARF
GILLETTE
POINT
FORT
OWNERS



EXISTING STATUS

The Boston Wharf Company properties number 78 - all brick warehouses with a diversity of functions. There are printers, welders, office workers, light manufacturers, artists and residents, as well as those who use the warehouses as such. There is some empty space as well.

Town & City Properties
(formerly Boston Wharf Co.)
259 Summer Street



Building	Floor Area	No. Floors	Gross Flr. Area	Elevator	Sprinkler	Heat
"A" STREET						
169	11,000	7	77,000	2F 1P	Wet & Dry	Yes
205	15,000	7	105,000	4F 1P	Dry	Yes
207	5,130	6	30,780	1F	Dry	Yes
213	5,130	6	30,780	1F	Dry	Yes
215	12,114	6	72,684	3F 1P	Dry	Yes
229	4,000	3&B	16,000	1F	Dry	Yes
288	20,678	5&B	124,068	2F 1P	Wet	Yes
319	10,063	5&B	60,378	2F 1P	Dry	Yes
319R	7,564	5	37,920	2F	Dry	Yes
324	2,500	1	2,500	None	None	Yes
CONGRESS STREET						
332	6,035	6	36,210	1F	Wet	Partial
348	7,500	5&B	45,000	2F	Wet	Yes
354	7,426	5&B	44,556	1F 1P	Wet	Yes
368	20,160	5&B	110,124	3F 1P	Wet	Yes
374	6,852	5&M	47,560	1F 1P	Wet	Yes
381	8,600	5	43,000	1F 1P	Dry	Yes
FARNSWORTH STREET						
11	8,804	5	44,020	2F	Dry	Partial
12	10,730	6	64,380	2F 1P	Wet & Dry	Yes
17	5,400	6	32,400	2F	Dry	Partial
29	4,900	3	14,700	1F	Wet	Partial

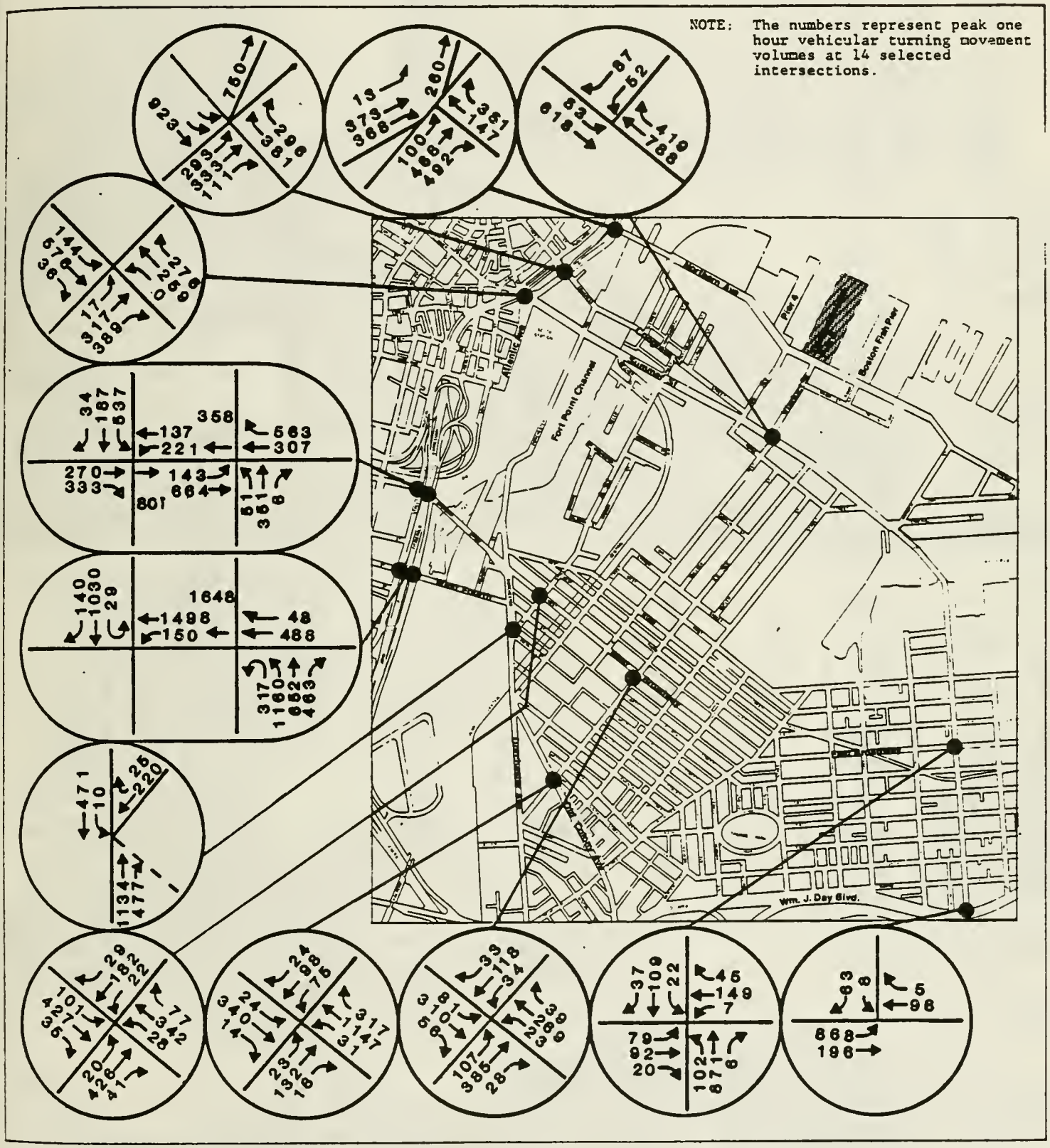
Building	Floor Area	No. Floors	Gross Flr. Area	Elevator	Sprinkler	Heat
33	10,000	5	50,000	2F	Dry	Yes
34	5,183	5	25,916	1F	Wet	Yes
41	6,110	6	48,660	1F	Dry	Partial
44	11,000	9	97,400	3F 1P	Wet & Dry	Yes
47	8,000	2&B	24,000	1F	Dry	Partial
MELCHER STREET						
11	8,800	5&M&B	56,202	2F	Dry	Yes
27	8,800	5&M&B	54,600	1F 1P	Wet	Yes
29	8,800	5&M&B	65,550	2F	Wet	Yes
49	7,100	5&B	42,600	1F 1P	Wet	Yes
61	11,072	9&B	110,720	2F 1P	Wet	Yes
63	6,000	5&B	38,000	1F 1P	Wet	Yes
MIDWAY STREET						
2	17,261	5&B	103,566	3F	Wet	Yes
20	8,362	1	8,362	None	Wet	Partial
24	7,500	6&B	52,600	2F	None	Partial
28	11,000	6&B	77,000	2F	Dry	Yes
34	11,000	6&B	77,000	2F	Dry	Partial
40	11,000	7	77,000	2F 1P	Dry	Partial
46	10,340	2&M	22,688	1F	None	Partial
50	7,500	6&B	52,500	2F	Dry	Partial
56	17,400	1	17,400	None	None	Partial
72	9,000	1	9,000	None	None	No

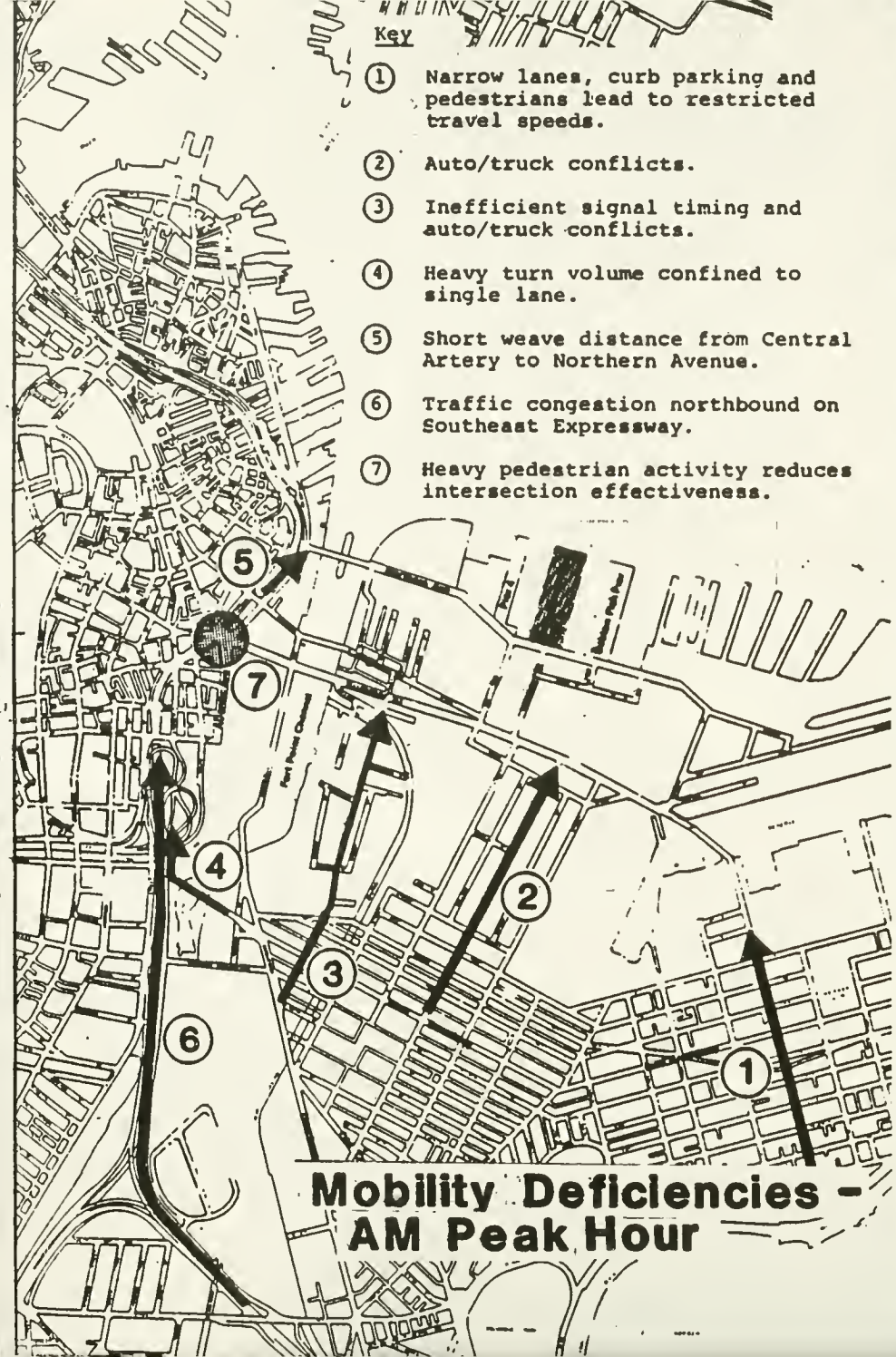
Building	Floor Area	No. Floors	Gross Flr. Area	Elevator	Sprinkler	Heat
78	4,875	2&B	14,625	1F	None	Yes
MT. WASHINGTON STREET						
35	26,300	1	26,300	None	Wet	Yes
NECCO COURT						
5	8,800	6&B	52,800	1F	Dry	Partial
6	8,800	6&B	52,800	1F	Dry	Partial
25	20,000	1	20,000	None	None	Yes
PITTSBURGH STREET						
12	8,000	5&B	48,000	2F	Dry	Partial
19	8,800	3&B	35,200	1F	Dry	Partial
25	8,000	5&B	36,000	1F	None	No
26	5,779	5&B	34,674	1F	None	Not in Use
29	8,000	6&B	48,000	2F	None	No
30	8,000	6&B	66,000	2F	Dry	Partial
40	8,000	3	24,000	2F	Dry	No
44	16,000	2	32,000	2F	Dry	Yes
SHEDS						
1&2	62,500	1	52,500	None	Dry	No
7	10,949	1	10,949	None	Dry	No
SLEEPER STREET						
15	10,000	5	50,000	2F	Comb.	Yes
29	8,069	6	48,414	3F	Dry	Yes

Building	Floor Area	No. Floors	Gross Flr. Area	Elevator	Sprinkler
33	8,125	6	48,750	2F	Dry
STILLINGS STREET					
5	8,800	8	52,800	2F	Wet
11	8,800	2&B	26,400	1F	Dry
17	8,442	2&B	25,326	1F	Wet
23	8,442	2&B	25,326	2F	Wet
29	9,169	1	9,169	None	Dry
33	7,893	1	7,893	None	None
38	7,664	6&B	53,648	2F	Dry
45	8,946	1	8,946	None	None
SUMMER STREET					
253	8,800	6&B	61,600	1F 2P	Dry
263	8,027	8&B	72,243	2F 1P	None
273	11,249	7&2B	101,241	2F 1P	Wet
281	8,000	7&2B	72,000	1F 1P	Wet
311	8,800	5&2B	61,600	2F	Not In Use
316	8,000	5&2B	66,000	1F 1P	Wet
321	11,000	8&2B	110,000	3F 1P	Wet & Dry
322	8,260	6&M&2B	72,355	2F 1P	Wet & Dry
327	6,542	5&M&2B	52,336	2F	Wet
337	8,770	5&M&2B	64,878	3F	Wet & Dry

Figure A-5 **1981 AM Peak Hour Base Condition**

VEHICULAR TRAFFIC


NOTE: The numbers represent peak one hour vehicular turning movement volumes at 14 selected intersections.
Fort Point Channel
Atlantic Ave.
Pier 6
Boston Fish Pier
Wm. J. Day Blvd.


Key
1 Narrow lanes, curb parking and pedestrians lead to restricted travel speeds.
2 Auto/truck conflicts.
3 Inefficient signal timing and auto/truck conflicts.
4 Heavy turn volume confined to single lane.
5 Short weave distance from Central Artery to Northern Avenue.
6 Traffic congestion northbound on Southeast Expressway.
7 Heavy pedestrian activity reduces intersection effectiveness.
Mobility Deficiencies - AM Peak Hour

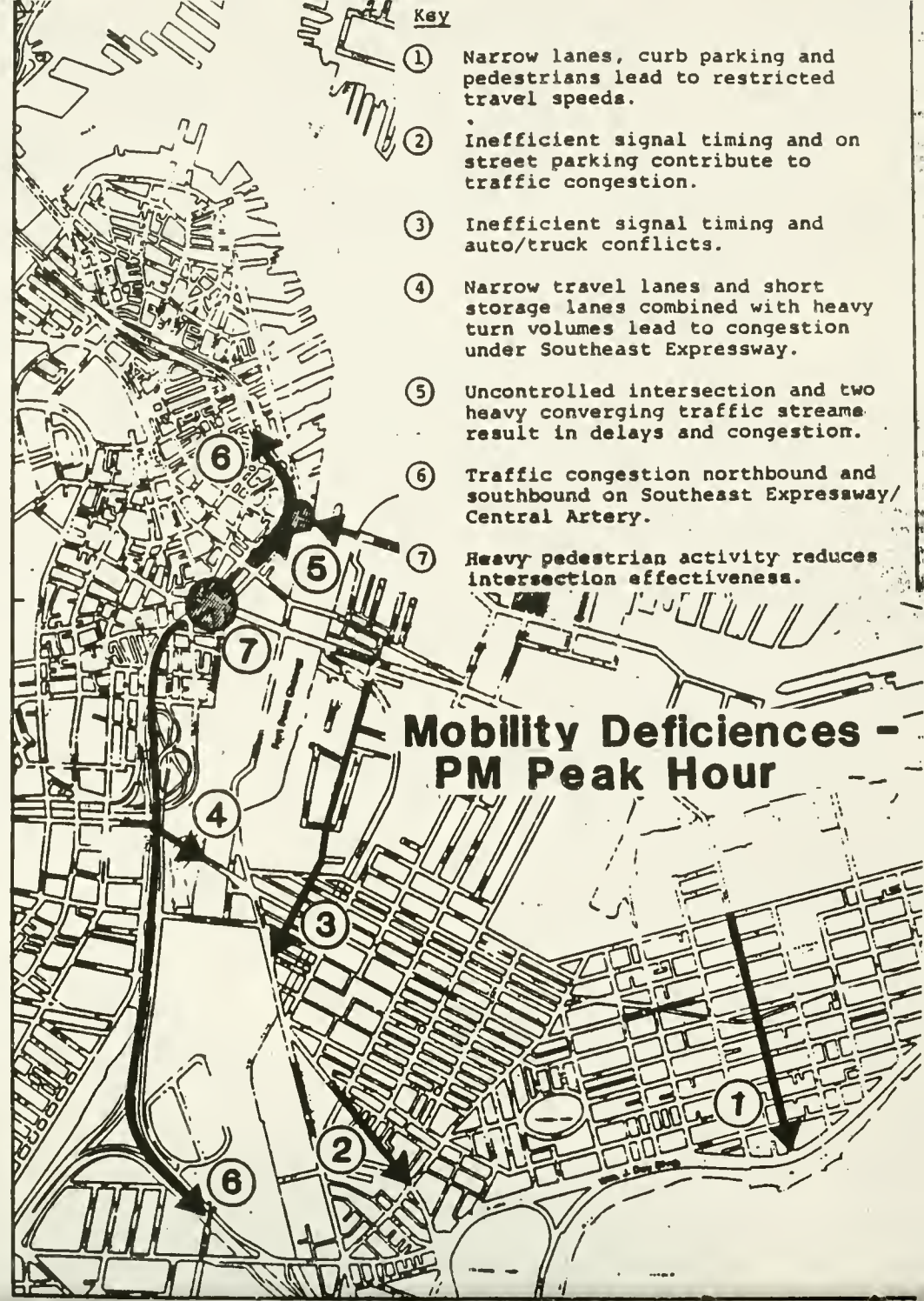
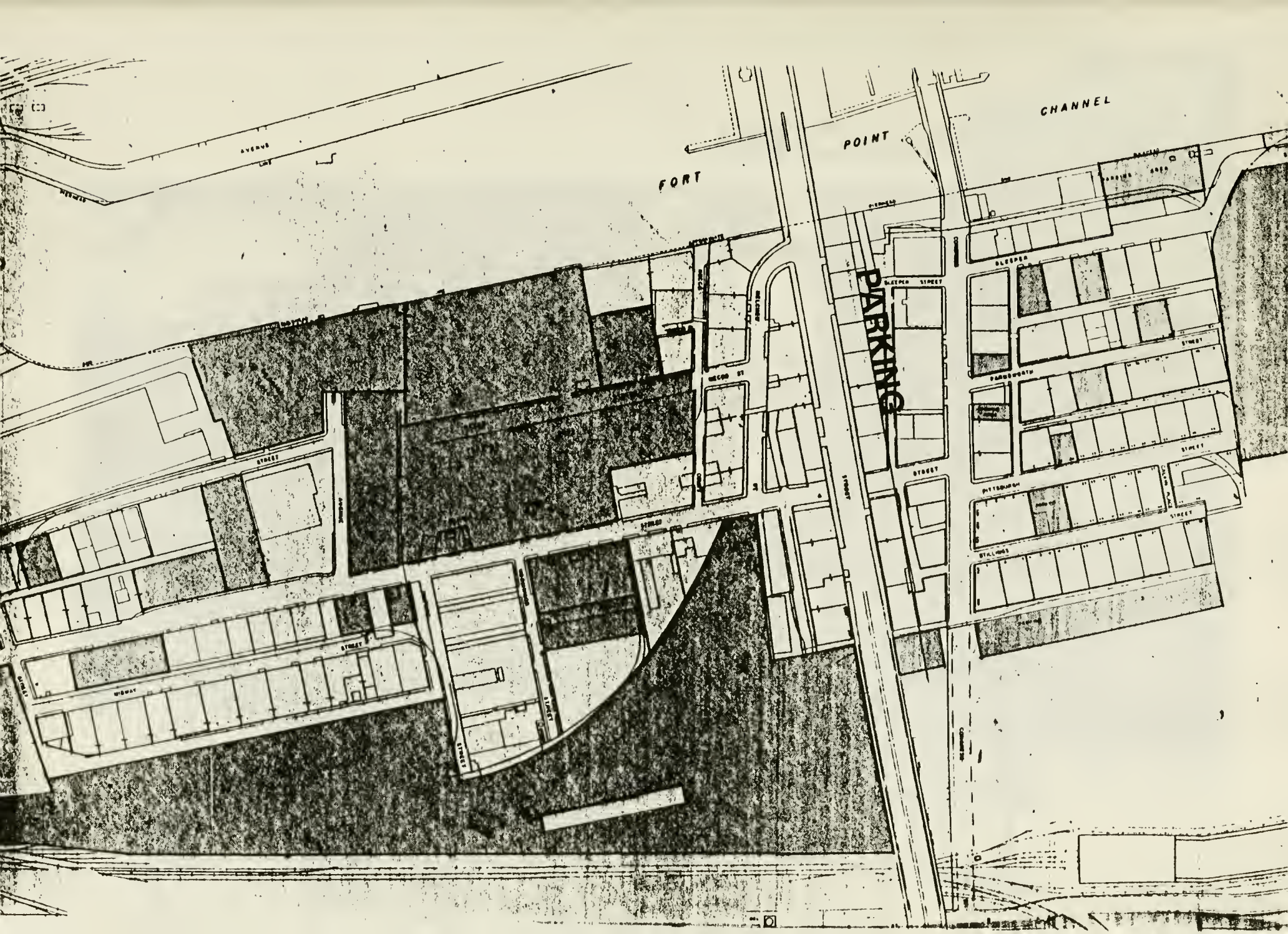

Key
1 Narrow lanes, curb parking and pedestrians lead to restricted travel speeds.
2 Inefficient signal timing and on street parking contribute to traffic congestion.
3 Inefficient signal timing and auto/truck conflicts.
4 Narrow travel lanes and short storage lanes combined with heavy turn volumes lead to congestion under Southeast Expressway.
5 Uncontrolled intersection and two heavy converging traffic streams result in delays and congestion.
6 Traffic congestion northbound and southbound on Southeast Expressway/ Central Artery.
7 Heavy pedestrian activity reduces intersection effectiveness.
Mobility Deficiences - PM Peak Hour

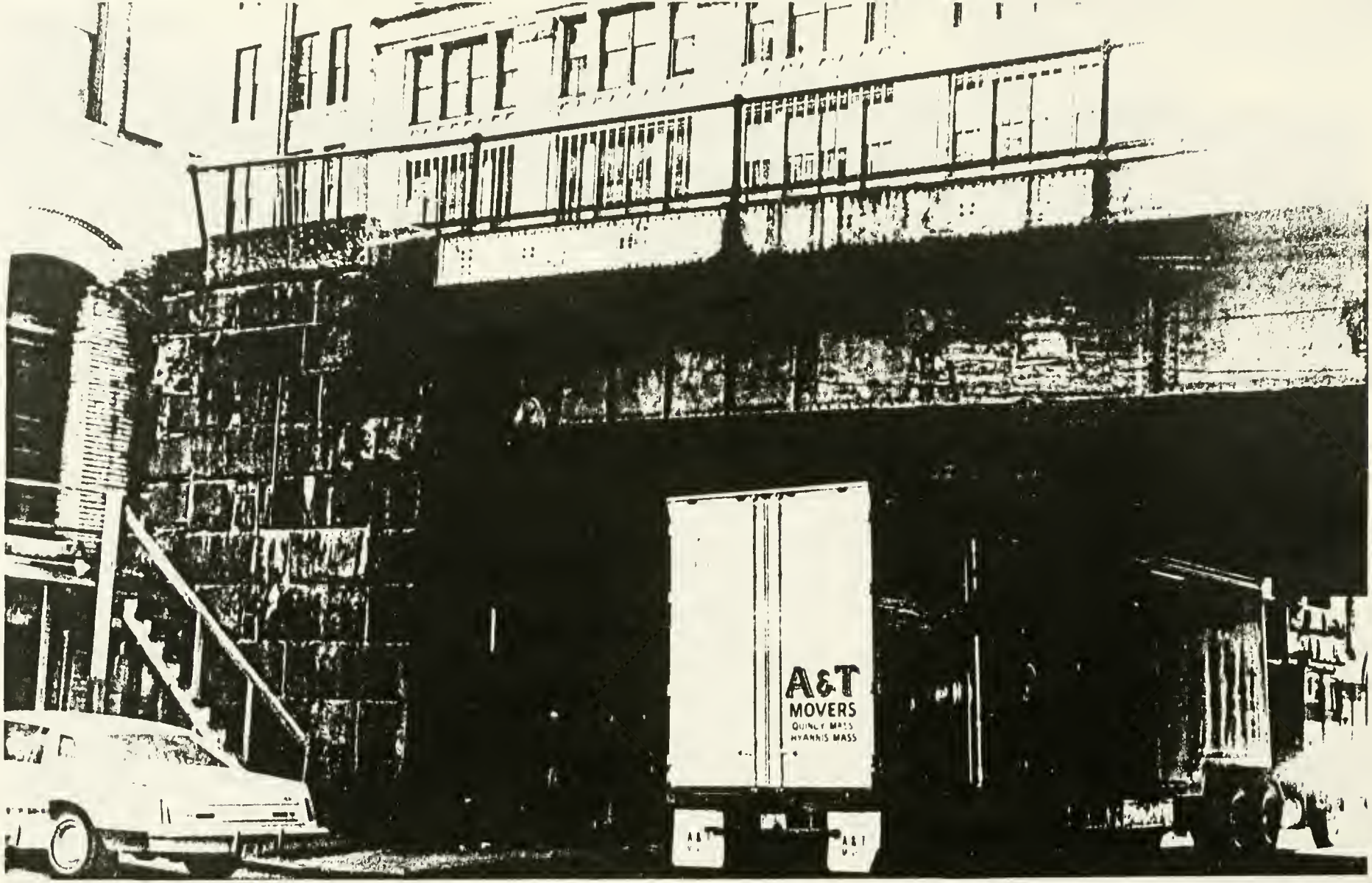
Figure A-7 1981 Traffic Volume Summary

	ADT[1]	AM Peak Hour (VPH)[2]	% of ADT	PM Peak Hour (VPH)	% of ADT
Northern Avenue Bridge	20,563	1,470	7.1%	1,793	8.7%
Atlantic Avenue Southbound Off-Ramp at Northern Avenue	17,037	1,245	7.3%	1,451	8.5%
Central Artery Off-Ramp at Atlantic Avenue/Northern Avenue	8,234	1,110	13.5%	714	8.7%
Congress Street west of Sleeper Street	10,093	1,066	10.6%	753	7.5%
Summer Street east of Forge Street	20,889	2,011	9.6%	1,736	8.3%
Summer Street west of Melcher Stret	28,291	2,294	8.1%	2,353	8.3%
Summer Street Between A Street and Melcher Street	22,362	1,837	8.2%	1,809	8.1%
A Street south of Melcher Street	9,474	786	8.3%	1,014	10.7%
D Street south of Summer Street	9,829	781	7.9%	859	8.7%
L Street north of Broadway	12,564	1,189	9.5%	1,219	9.7%
West Broadway west of A Street	12,906	977	7.6%	782	6.1%
West Fourt Street Bridge	12,670	1,058	8.4%	1,008	8.0%
Old Colony Avenue south of D Street	21,535	2,059	9.6%	2,163	10.0%

1/ ADT = Average Daily Traffic.
2/ VPH = vehicles per hour.

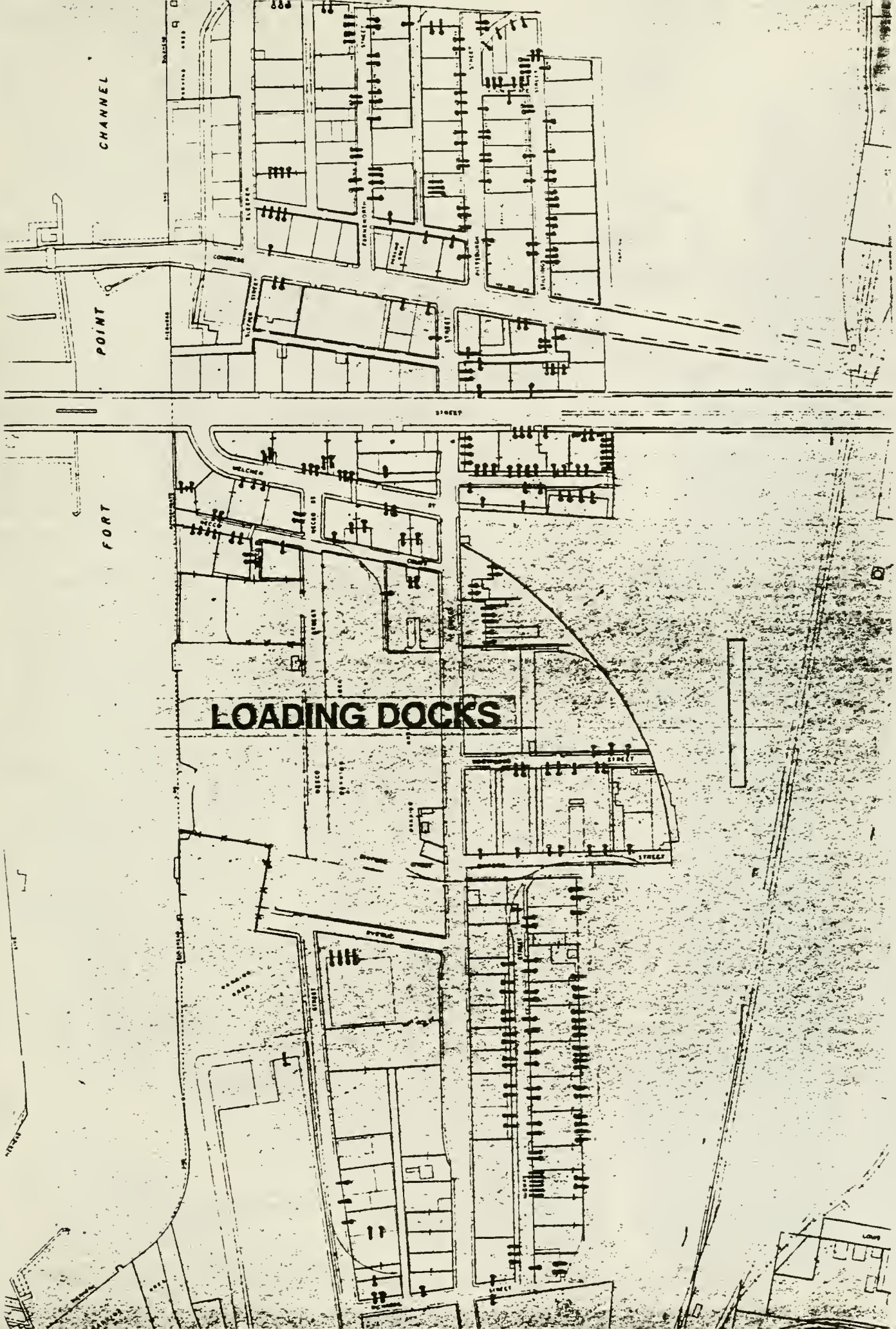
PARKING

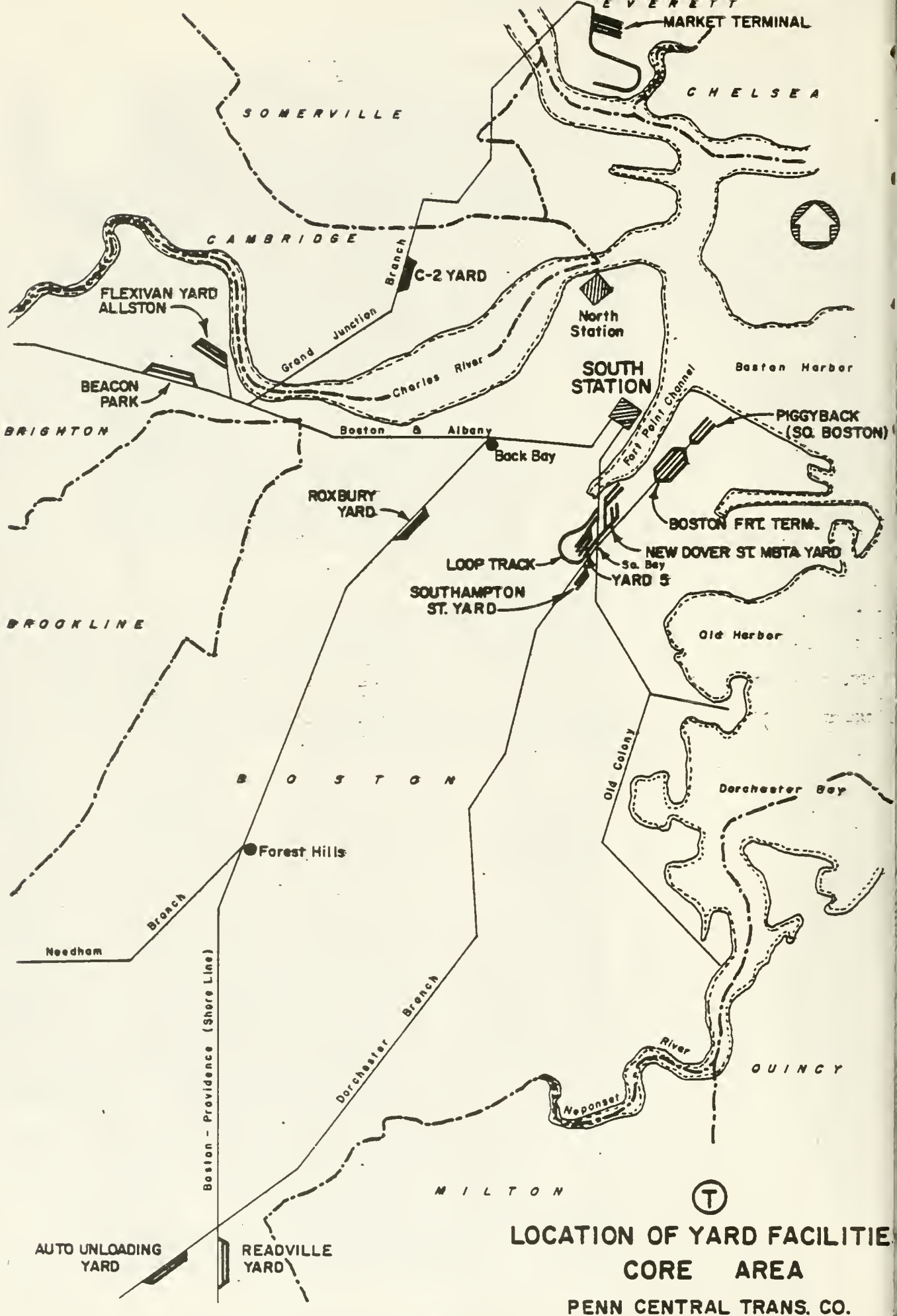

CHANNEL
POINT
FORT
PARKING



TRUCKING

Property of
BOSTON REDEVELOPMENT AUTHO
Library

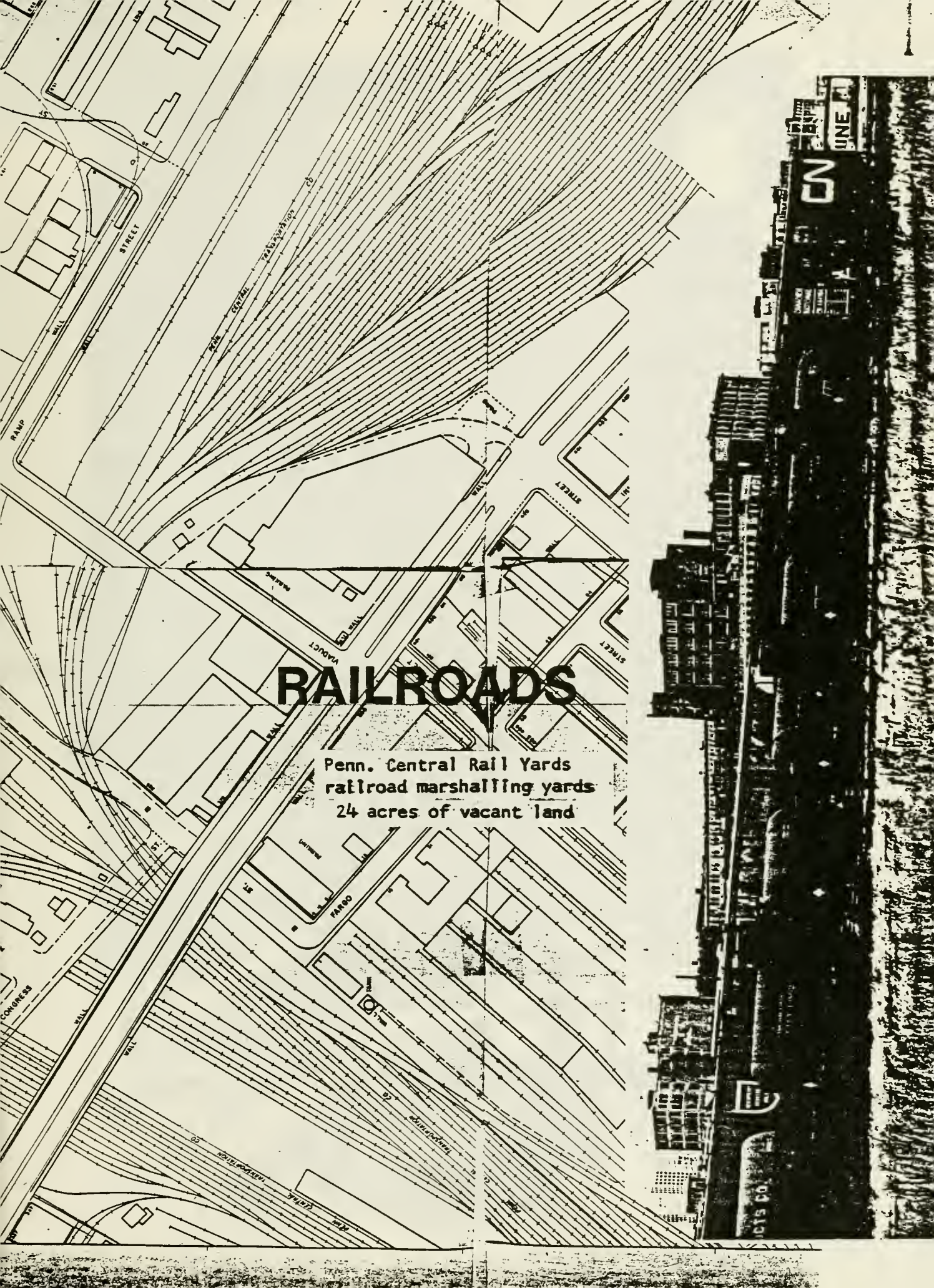

CHANNEL
POINT
FORT
LOADING DOCKS

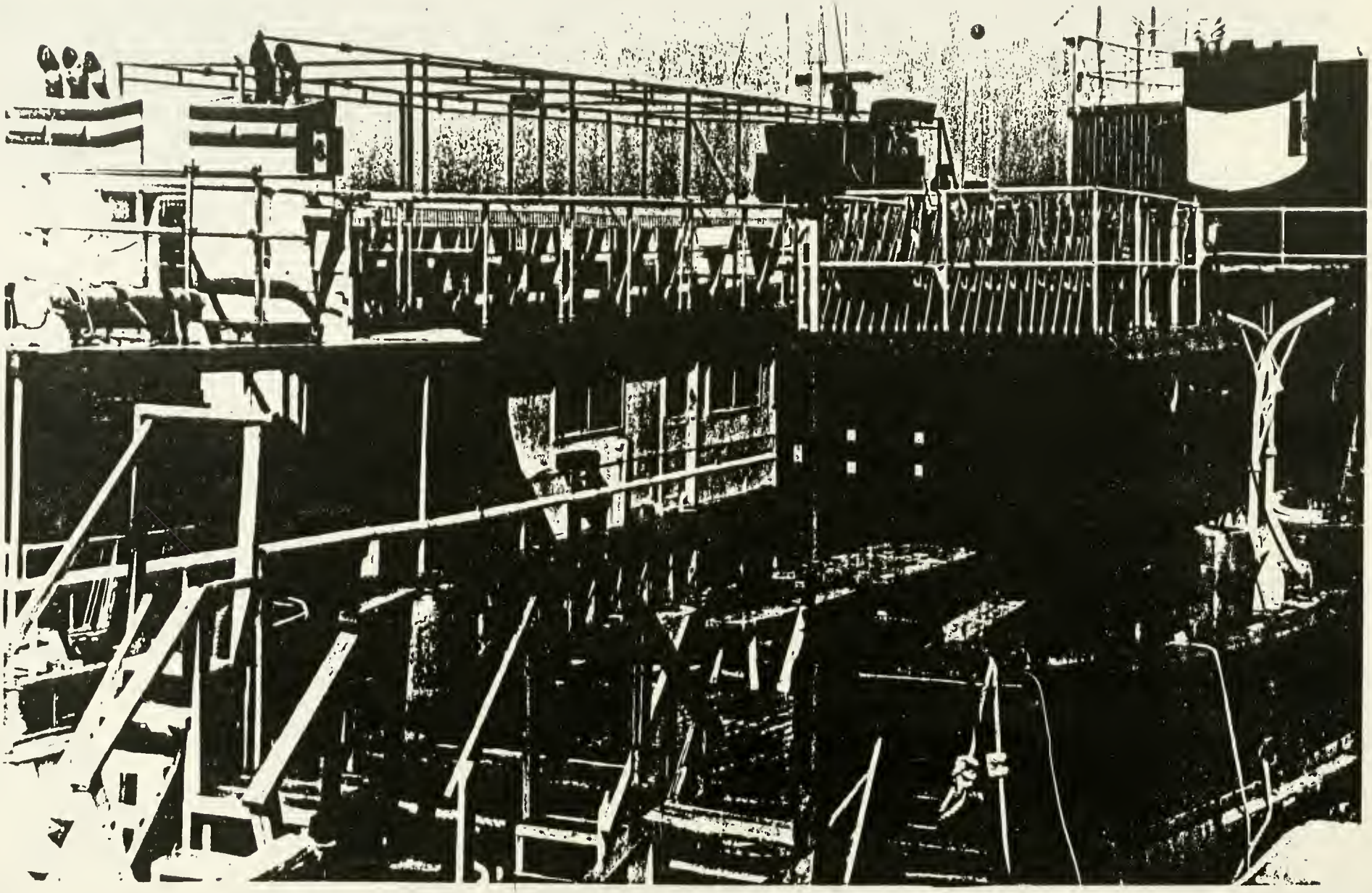


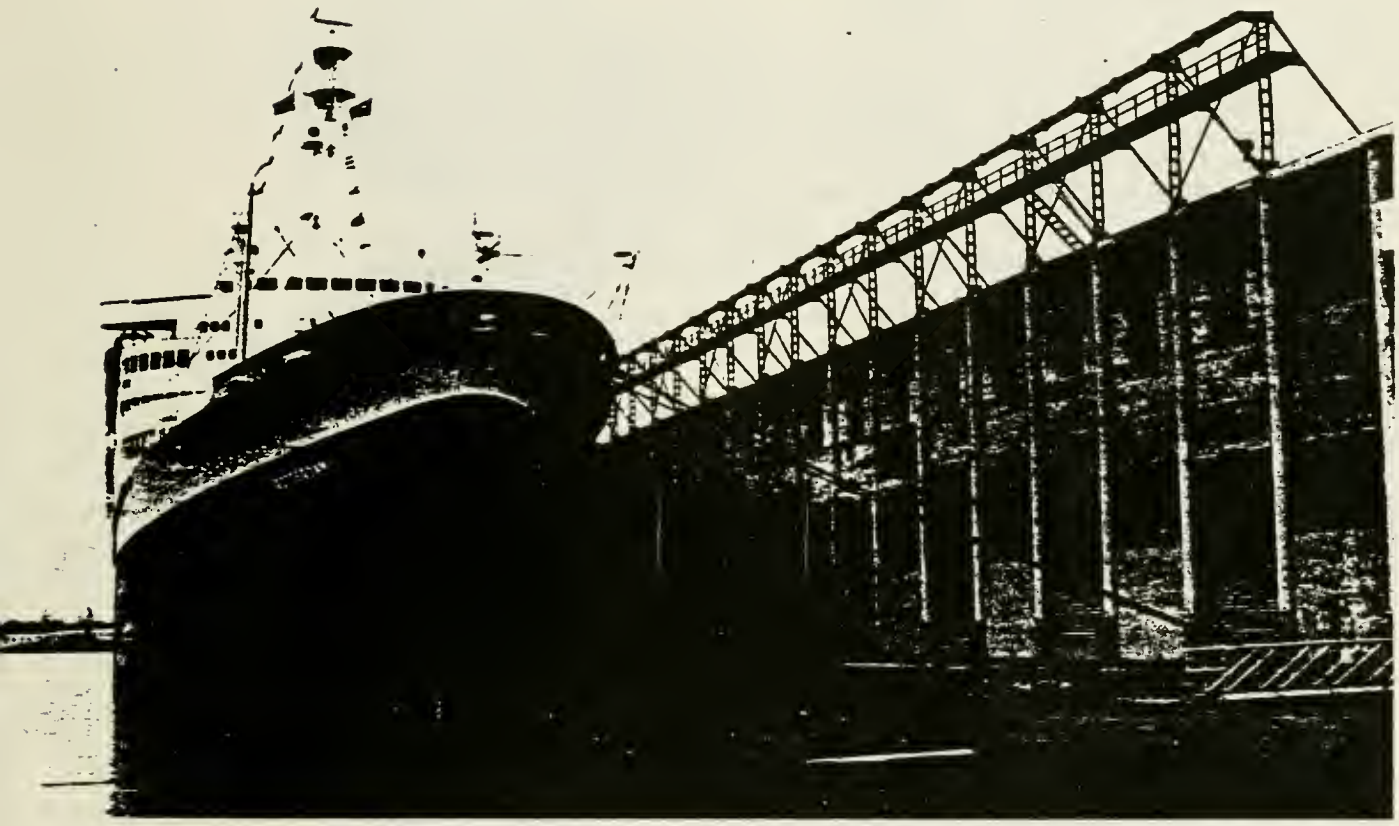
LOCATION OF YARD FACILITIES
CORE AREA

PENN CENTRAL TRANS. CO.

Thomas K. Dyer, Inc.


RAILROADS
Penn. Central Rail Yards
railroad marshalling yards
24 acres of vacant land





Commonwealth Pier is the only place in Boston Harbor for large cruise ships to dock. These facilities are presently outmoded and deteriorating. The BOSCOM project will lead to modernization and expansion of cruise ship facilities, creating the potential for increased use.

Cruise Ship Docking

Property Of
BOSTON REDEVELOPMENT AUTHORITY
Library

Seaport Access

Study findings thus far suggest that an access system which provides both improved truck and auto links to the regional access system and improved north-south and east-west traffic flows would result in the most significant improvements to South Boston's traffic system. These changes would provide better access for businesses and relieve residential areas of through truck traffic.

Several specific improvements have emerged as most important to the design of an improved access system. These include: 1) an improved east-west link between South Boston and the regional highway network; and 2) improved north-south connections which do not impinge on residential areas. In addition, further study of traffic management and enforcement mechanisms, including circulation changes, should be pursued.

For the past eight years, South Boston residents and public agencies have been concerned about the problem of truck access and have worked together to establish criteria for the design and evaluation of alternative Seaport Access Road Systems. An extensive public participation process begun during the 1976-1977 phase of the study and continued during this phase, led to the establishment and affirmation of joint community and public agency criteria for design and evaluation of road system improvement alternatives to resolve the serious traffic service, safety, and quality of life problems.

The criteria are:

- Remove heavy trucks from residential streets;
- Take no residential properties in the design of roadway improvements;
- Reduce congestion at Andrew Square and Broadway Station intersections;
- Provide improved access from existing and future land uses to the regional highway network leading north, south, and west of South Boston;
- Maintain compatibility with other transportation improvements; and
- Maintain rail service to South Boston.

The railcut alternative has been endorsed by several South Boston residents because it should remove trucks from the residential streets completely. However, this route would only alleviate the traffic congestion and disruption caused by trucks with a southerly origin/destination. Forecasts for Year 2000 traffic indicate that about 3700 trucks will still be using the West Fourth Street and Broadway Bridges and many of these trucks will be destined for the northern industrial area. In the assessment of the railcut alternative, some consideration must be focused on the relative merits of the exclusive truck route in the railcut benefitting southbound traffic versus improvements to the West Fourth Street Bridge allowing both south and westbound traffic to connect to the Southeast Expressway at a more northerly point instead of traversing South Boston to reach the Expressway.

The assessment need not investigate in detail alternate alignments for the railcut route since the railcut itself constrains roadway options and the development of special facilities by Amtrak will limit options in the Southampton yards.

The 1979 estimated cost of construction of the railcut route is around $3.5 million.

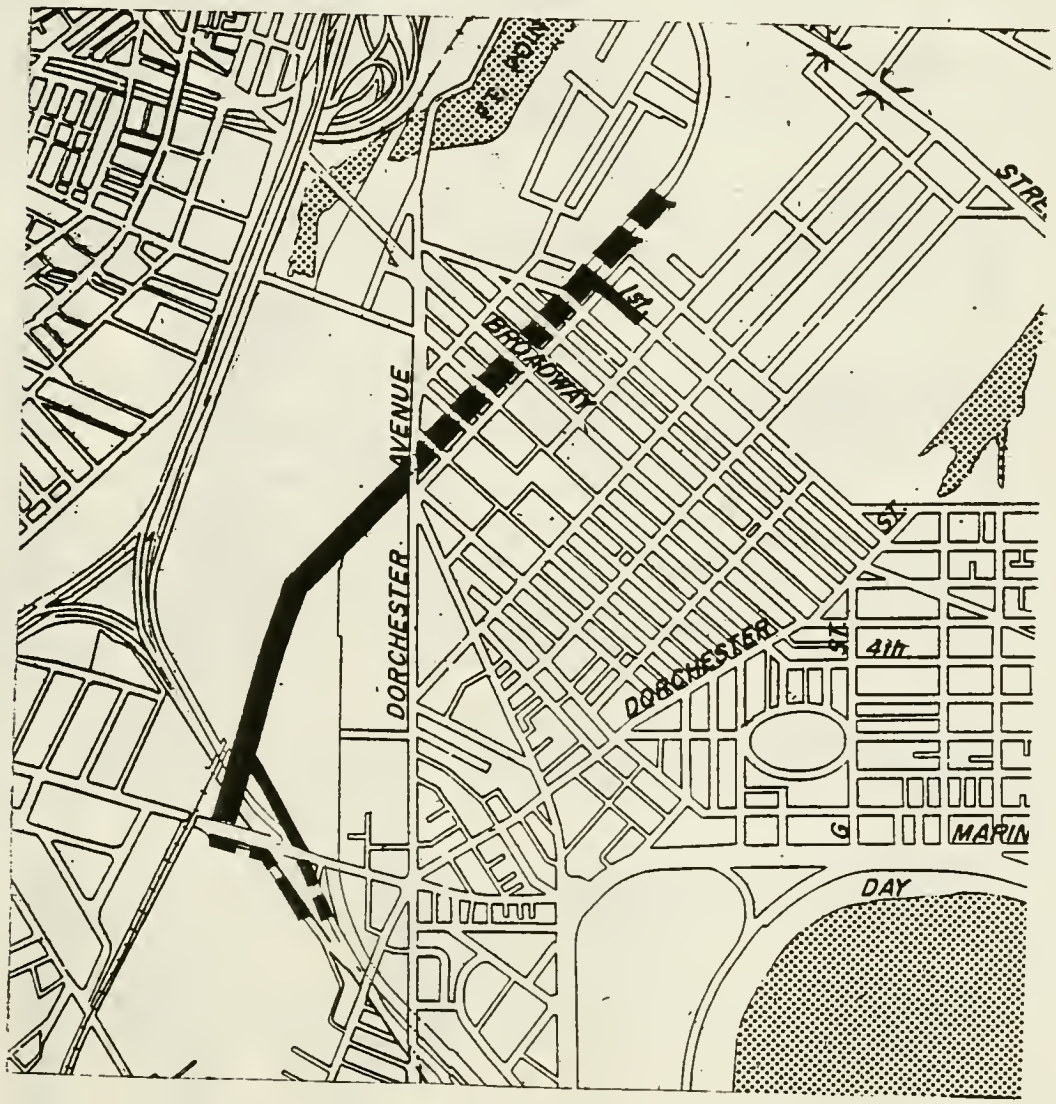
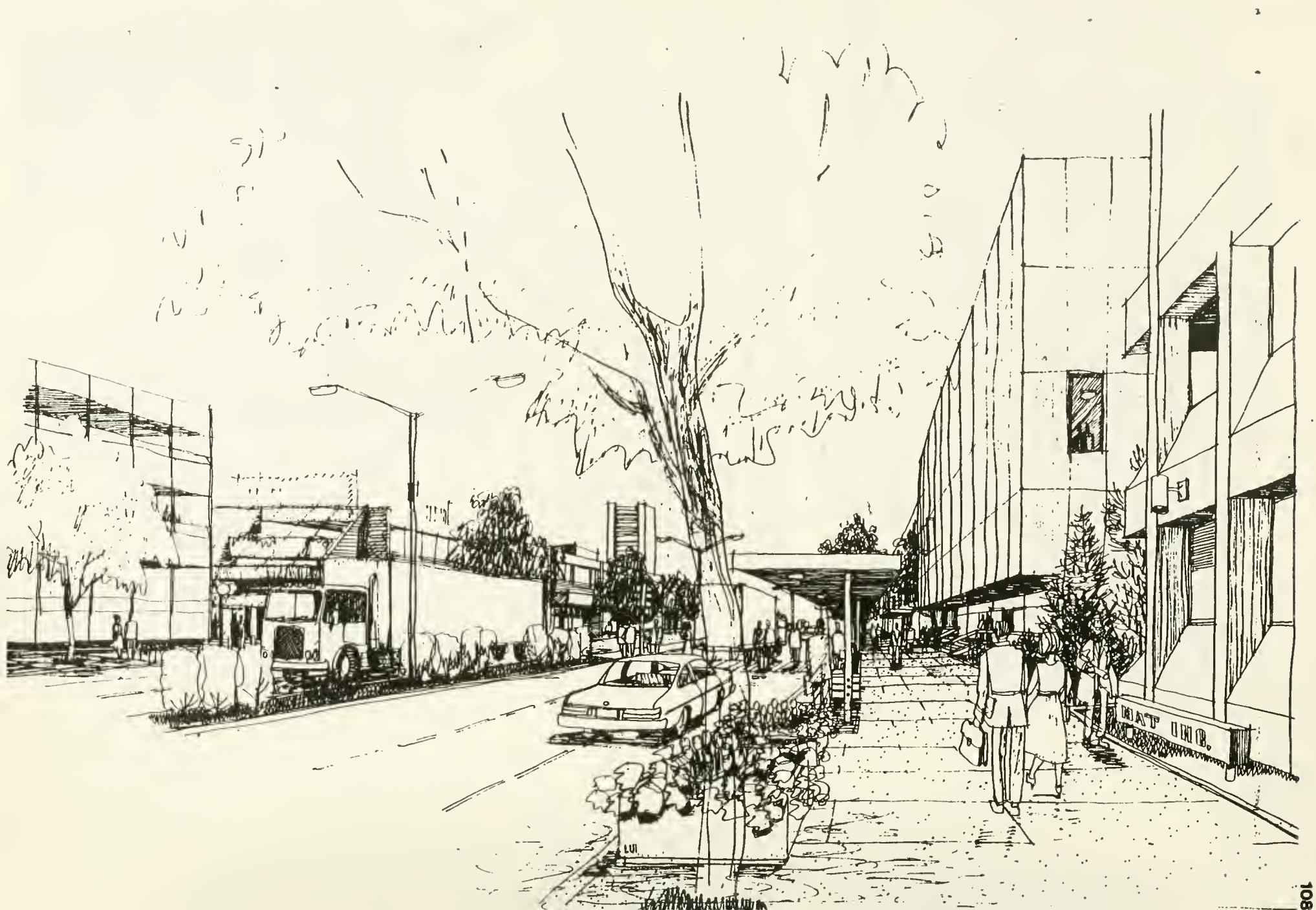


Figure 7-8 **Street Level View of New Northern Avenue**



New Northern Avenue

Findings and conclusions related to the proposed, approximately $12 million, 630-foot, fixed-span bridge over the Fort Point Channel, as detailed in this report, include the following:

- U.S. Army Corps of Engineers concerns regarding alignment of the navigation channel in regard to new bridge piers have been resolved by a new 3-pier arrangement of support piers.

- Acceptable design for land approaches to the bridge allow a vertical clearance of 16 feet over Mean High Water (MHW). Alternate roadway profiles that provide 20 or 25 feet of clearance above MHW have serious impacts on traffic operations, adjacent land use and aesthetics. Also, added clearance would only allow a small marginal increase in the types of boats served.

- The majority of current boat traffic now using the channel can be served by the 16-foot clearance. Readily available dredging equipment can clear the fixed span when necessary. Low tide clearance of about 25.5 feet will also be available for some possible special circumstances.

- Fireboat access will no longer be required since a new peripheral fire hydrant system will be constructed along the Channel.

- A movable span for water traffic has been judged as too expensive from a construction, maintenance, and operational cost point-of-view as well as too disruptive of the important vehicular traffic the bridge must serve.

- The new bridge is compatible with land use and urban design concepts as outlined in "Boston Harbor, Challenges and Opportunities for the 1980's". This includes provision of pedestrian ways and re-use of the existing bridge in the open position.

- The alignment of relocated Northern Avenue, east of the Channel, can be shifted slightly to accommodate future adjacent land uses. Existing Northern Avenue in this area will provide local access to surrounding development and may be downgraded.

- The environmental impacts of a new bridge would be generally similar to or lesser than those identified in the 1974 Negative Declaration, which reconfirms its validity.

- The proposed bridge is independent of and compatible with any identified long range plans for the Central Artery or a Third Harbor Crossing.

- The bridge right-of-way will require the relocation of only one business, McKie Lighter Company, and only partial land takings from other properties.

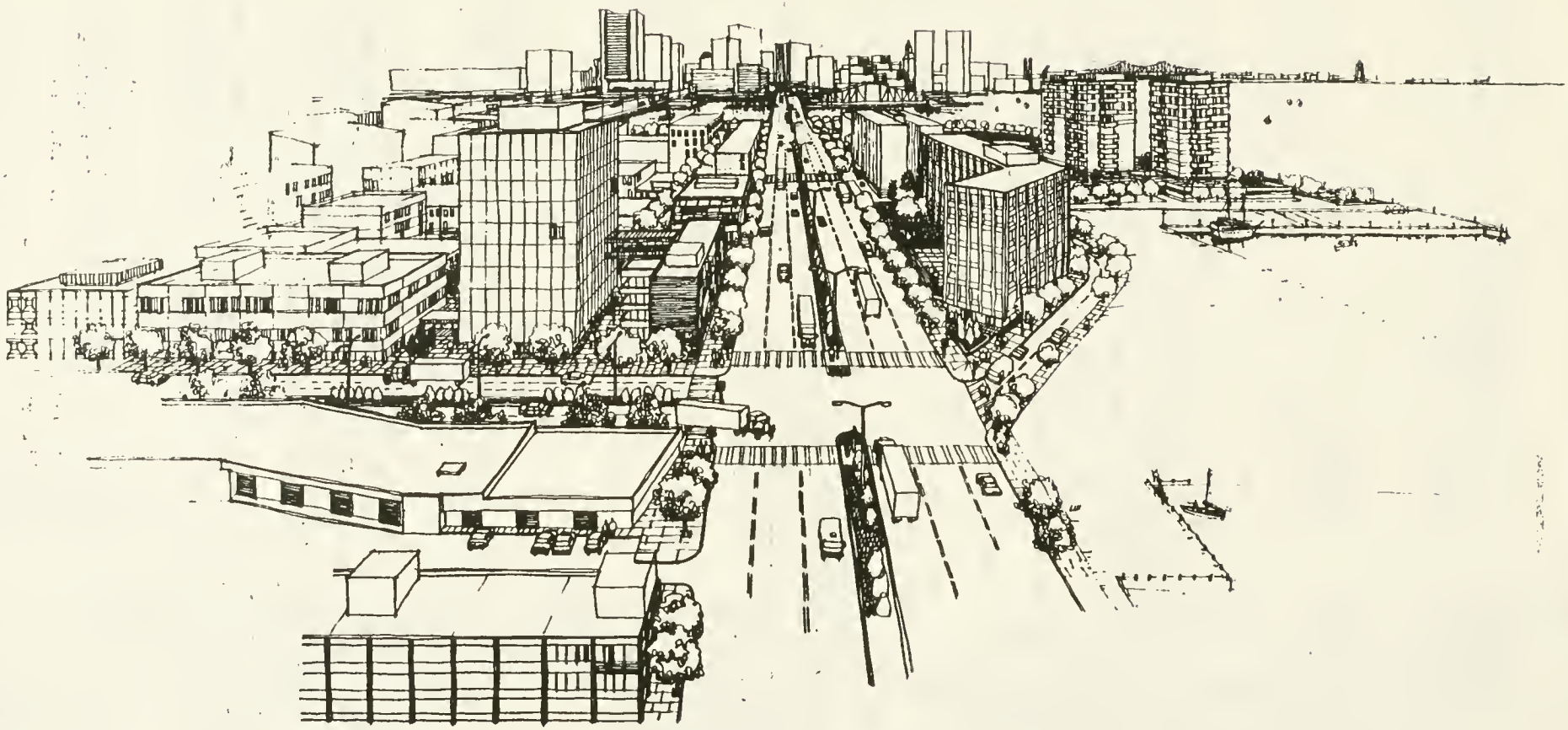
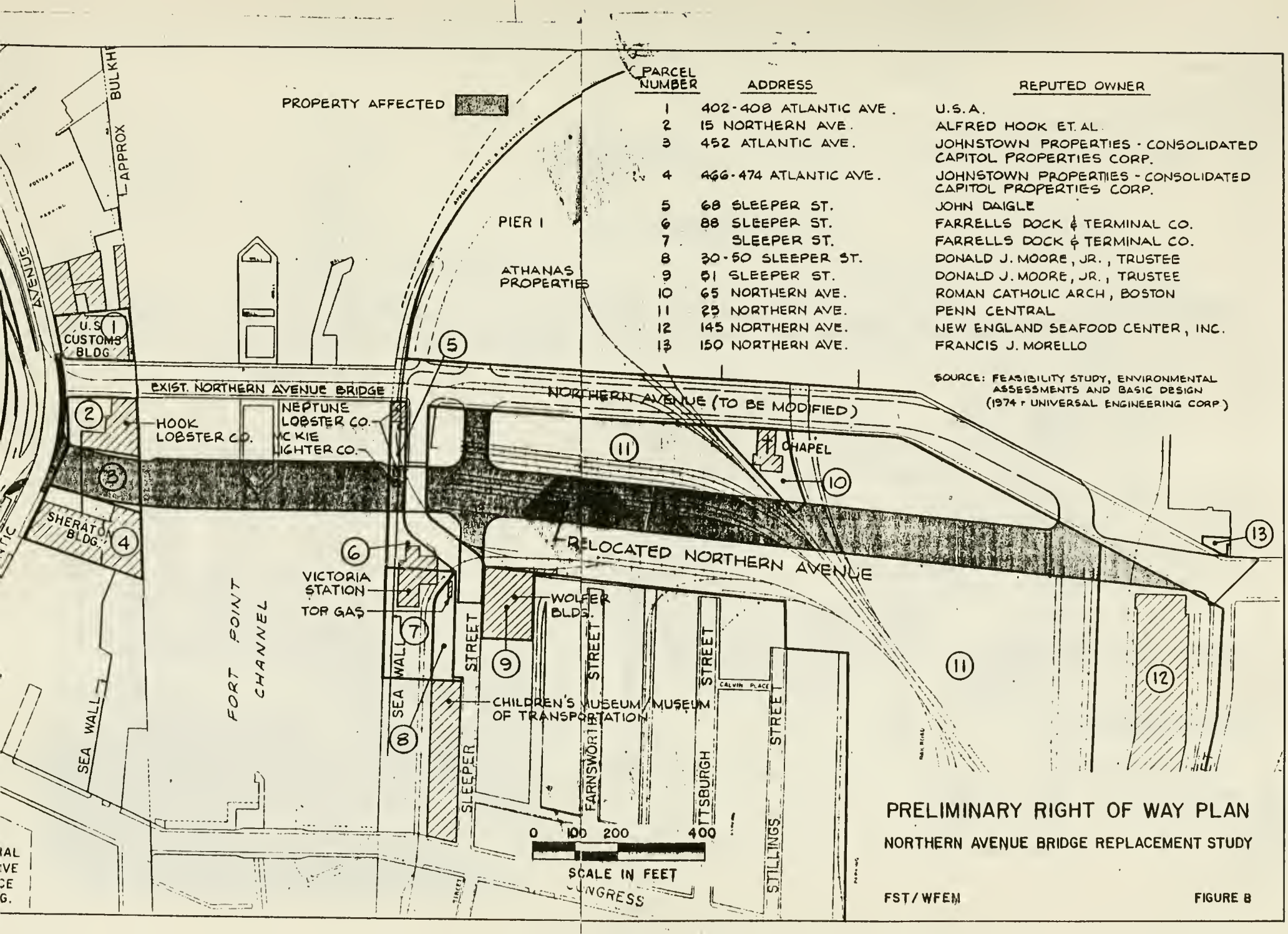


Figure 7-7 New Northern Avenue and the New Connector Road

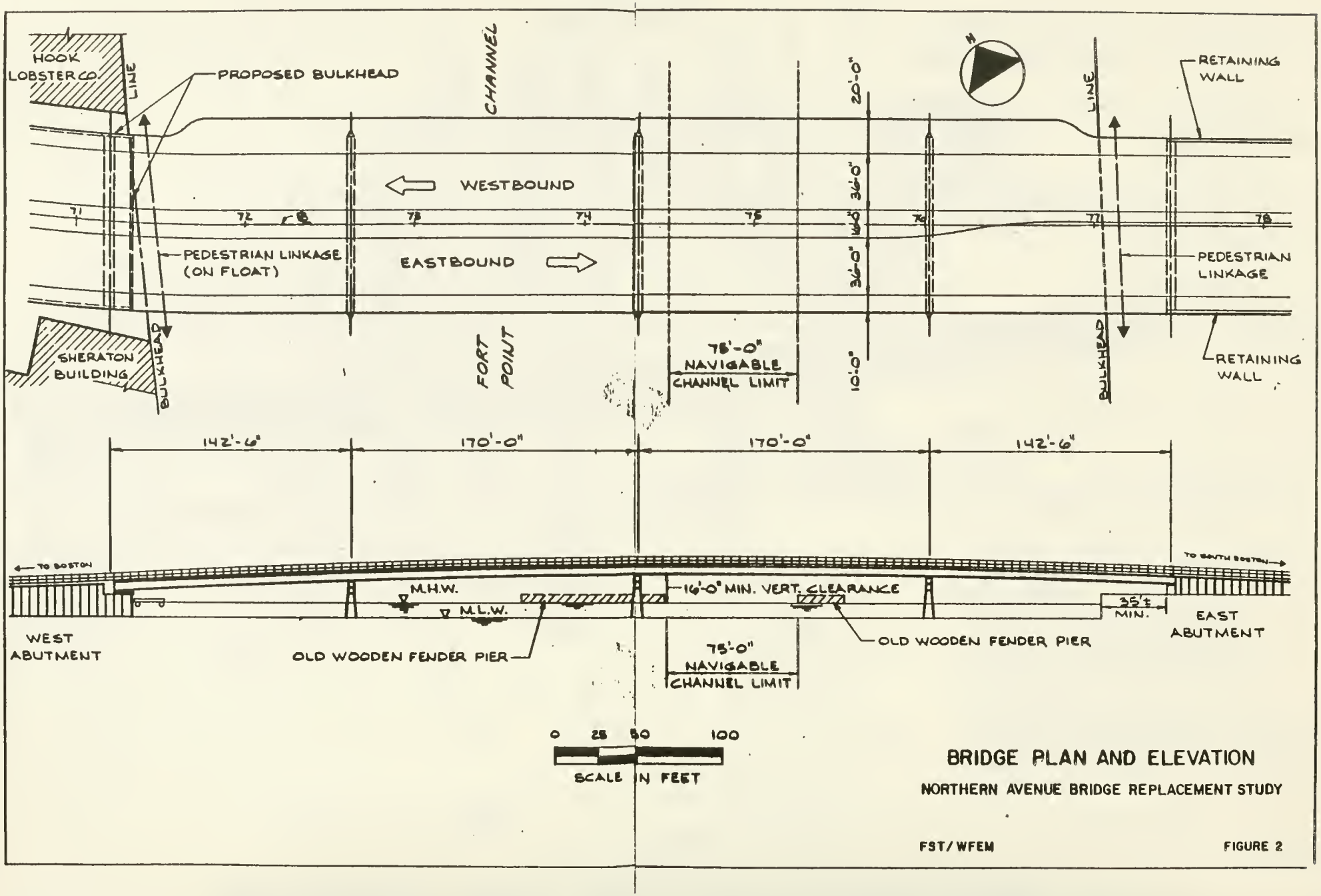

PROPERTY AFFECTED
PARCEL NUMBER
ADDRESS
REPUTED OWNER
1 402-408 ATLANTIC AVE. U.S.A.
2 15 NORTHERN AVE. ALFRED HOOK ET. AL.
3 452 ATLANTIC AVE. JOHNSTOWN PROPERTIES - CONSOLIDATED CAPITOL PROPERTIES CORP.
4 466-474 ATLANTIC AVE. JOHNSTOWN PROPERTIES - CONSOLIDATED CAPITOL PROPERTIES CORP.
5 68 SLEEPER ST. JOHN DAIGLE
6 88 SLEEPER ST. FARRELLS DOCK & TERMINAL CO.
7 SLEEPER ST. FARRELLS DOCK & TERMINAL CO.
8 30-50 SLEEPER ST. DONALD J. MOORE, JR., TRUSTEE
9 51 SLEEPER ST. DONALD J. MOORE, JR., TRUSTEE
10 65 NORTHERN AVE. ROMAN CATHOLIC ARCH, BOSTON
11 25 NORTHERN AVE. PENN CENTRAL
12 145 NORTHERN AVE. NEW ENGLAND SEAFOOD CENTER, INC.
13 150 NORTHERN AVE. FRANCIS J. MORELLO
SOURCE: FEASIBILITY STUDY, ENVIRONMENTAL ASSESSMENTS AND BASIC DESIGN (1974 r UNIVERSAL ENGINEERING CORP)
PIER I
ATHANAS PROPERTIES
U.S. CUSTOMS BLDG
EXIST. NORTHERN AVENUE BRIDGE
NORTHERN AVENUE (TO BE MODIFIED)
HOOK LOBSTER CO.
NEPTUNE LOBSTER CO.
C KIE LIGHTER CO.
CHAPEL
SHERATON BLDG.
RELOCATED NORTHERN AVENUE
VICTORIA STATION
TOR GAS
WOLFER BLDG.
FORT POINT CHANNEL
SEA WALL
SLEEPER STREET
FARNSWORTH STREET
PITTSBURGH STREET
CALVIN PLACE
STILLINGS STREET
CHILDREN'S MUSEUM / MUSEUM OF TRANSPORTATION
0 100 200 400
SCALE IN FEET
CONGRESS
APPROX BULKH
AVENUE

PRELIMINARY RIGHT OF WAY PLAN

NORTHERN AVENUE BRIDGE REPLACEMENT STUDY

FST/WFEM

FIGURE 8

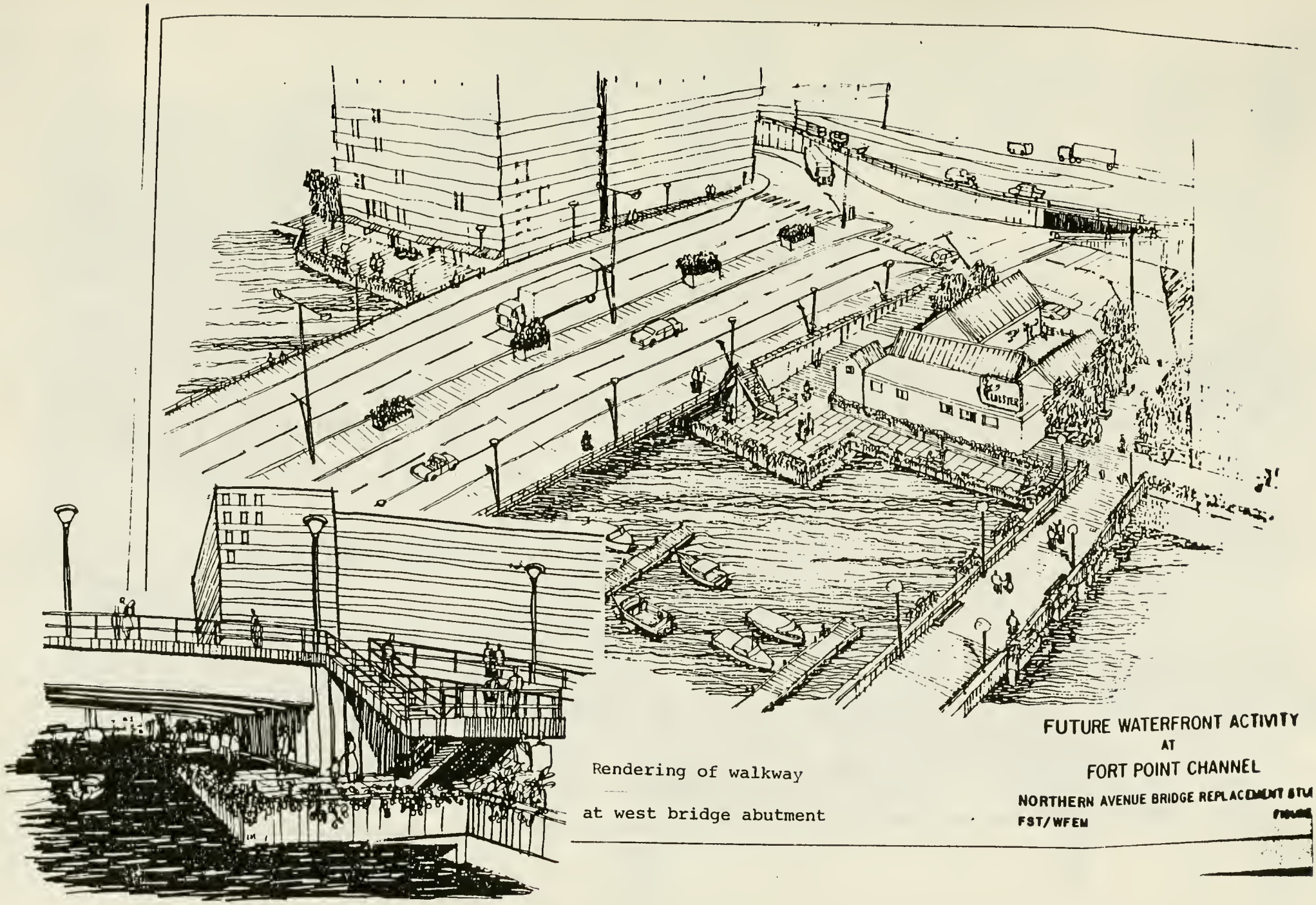


BRIDGE PLAN AND ELEVATION

NORTHERN AVENUE BRIDGE REPLACEMENT STUDY

FST/WFEM

FIGURE 2



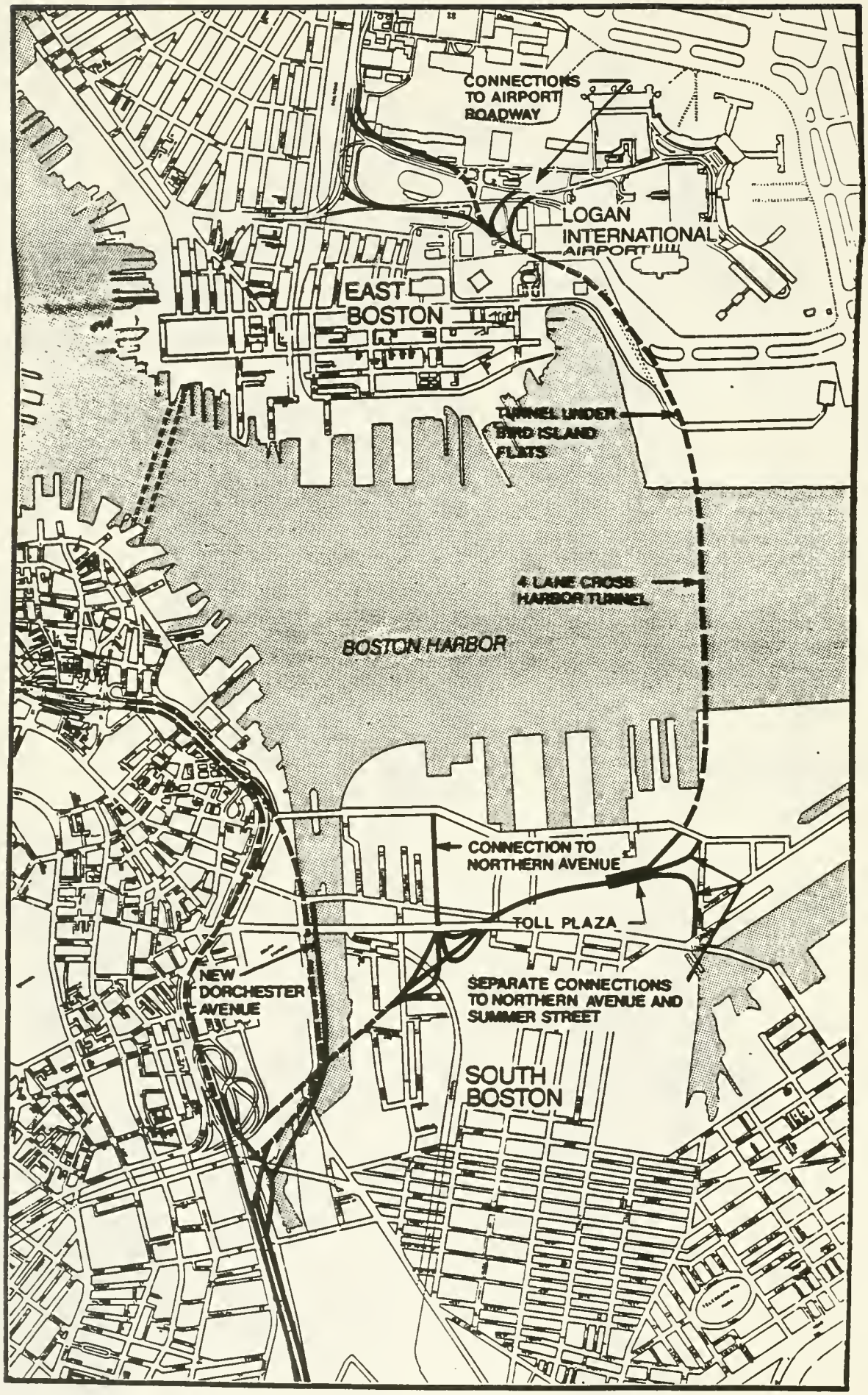
Rendering of walkway

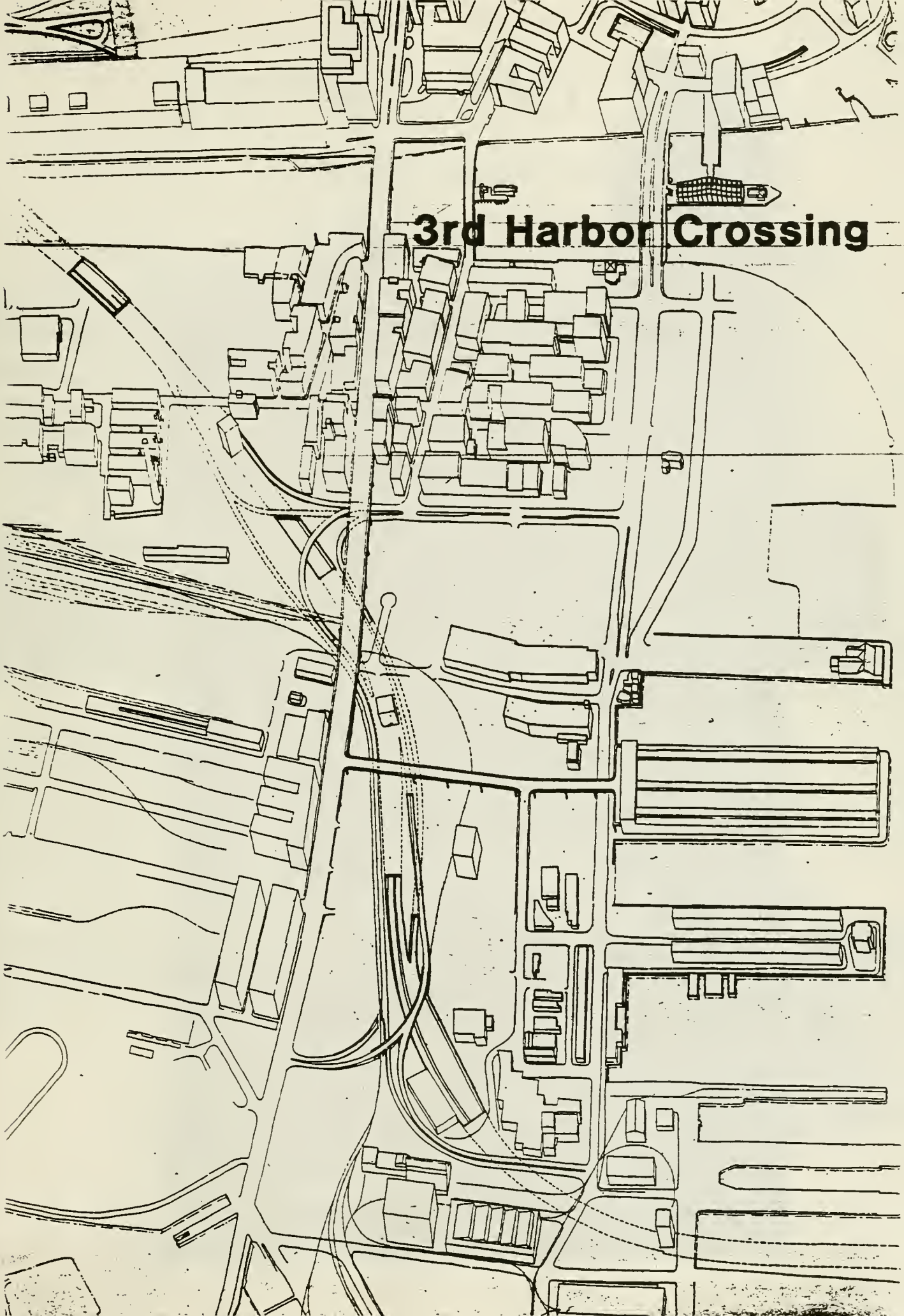
at west bridge abutment

FUTURE WATERFRONT ACTIVITY
AT
FORT POINT CHANNEL

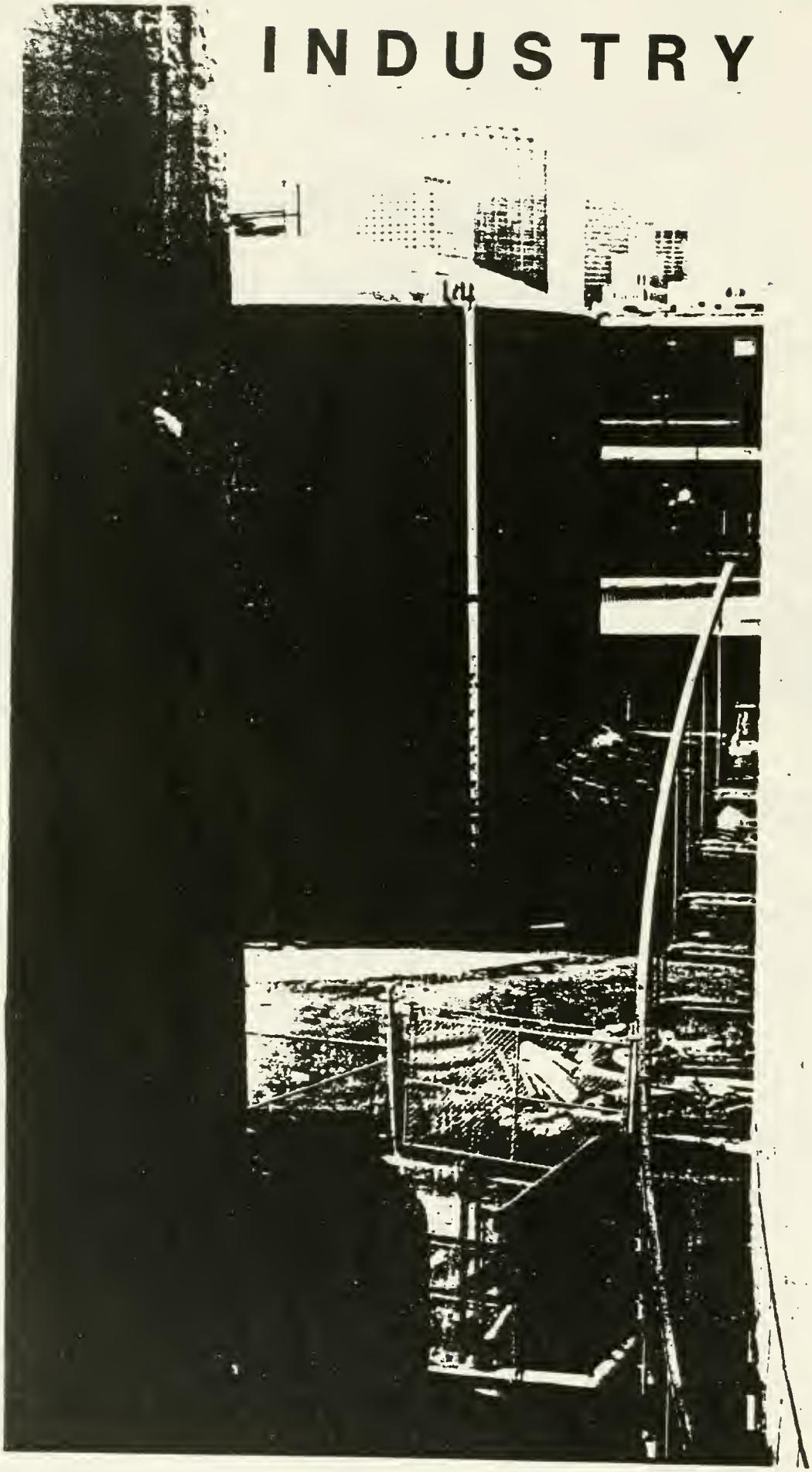
NORTHERN AVENUE BRIDGE REPLACEMENT STU

FST/WFEM

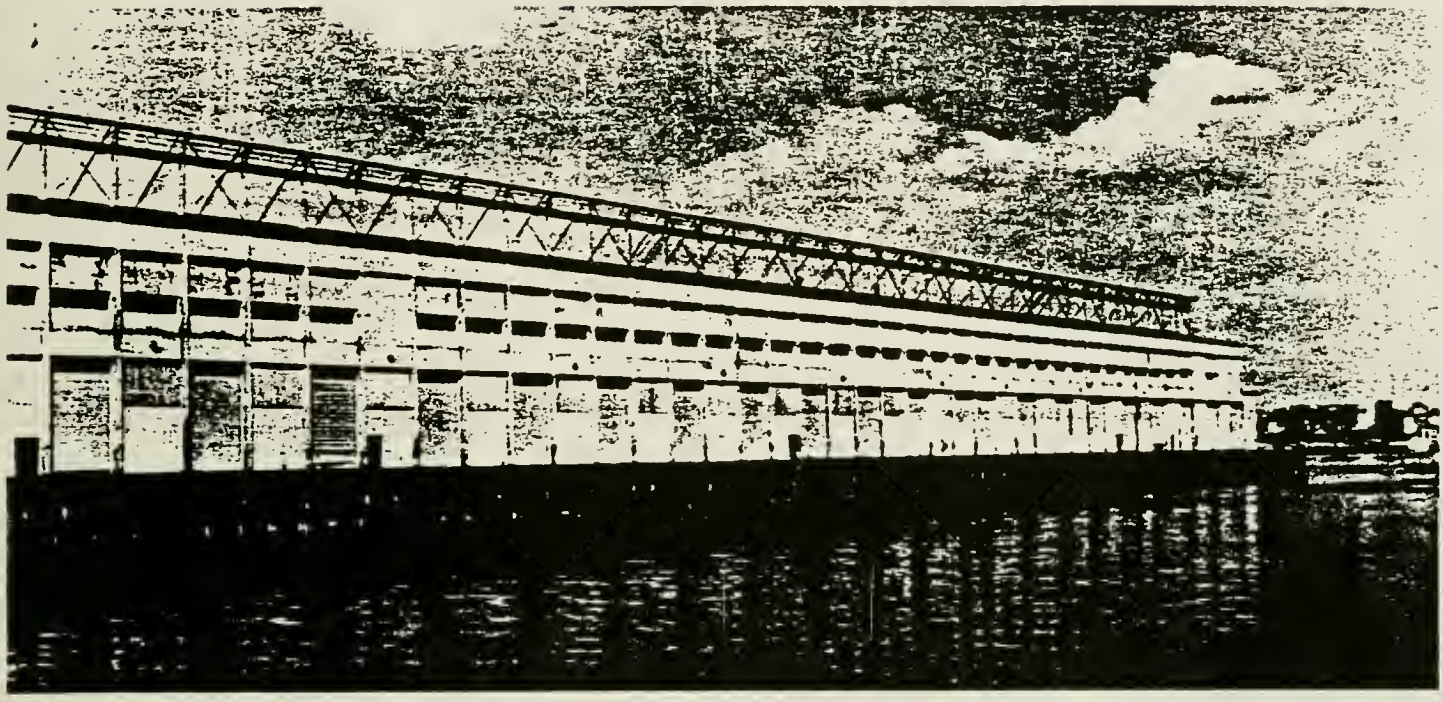

CONNECTIONS TO AIRPORT ROADWAY
LOGAN INTERNATIONAL AIRPORT
EAST BOSTON
TUNNEL UNDER BIRD ISLAND FLATS
4 LANE CROSS HARBOR TUNNEL
BOSTON HARBOR
CONNECTION TO NORTHERN AVENUE
TOLL PLAZA
NEW DORCHESTER AVENUE
SEPARATE CONNECTIONS TO NORTHERN AVENUE AND SUMMER STREET
SOUTH BOSTON


3rd Harbor Crossing

INDUSTRY

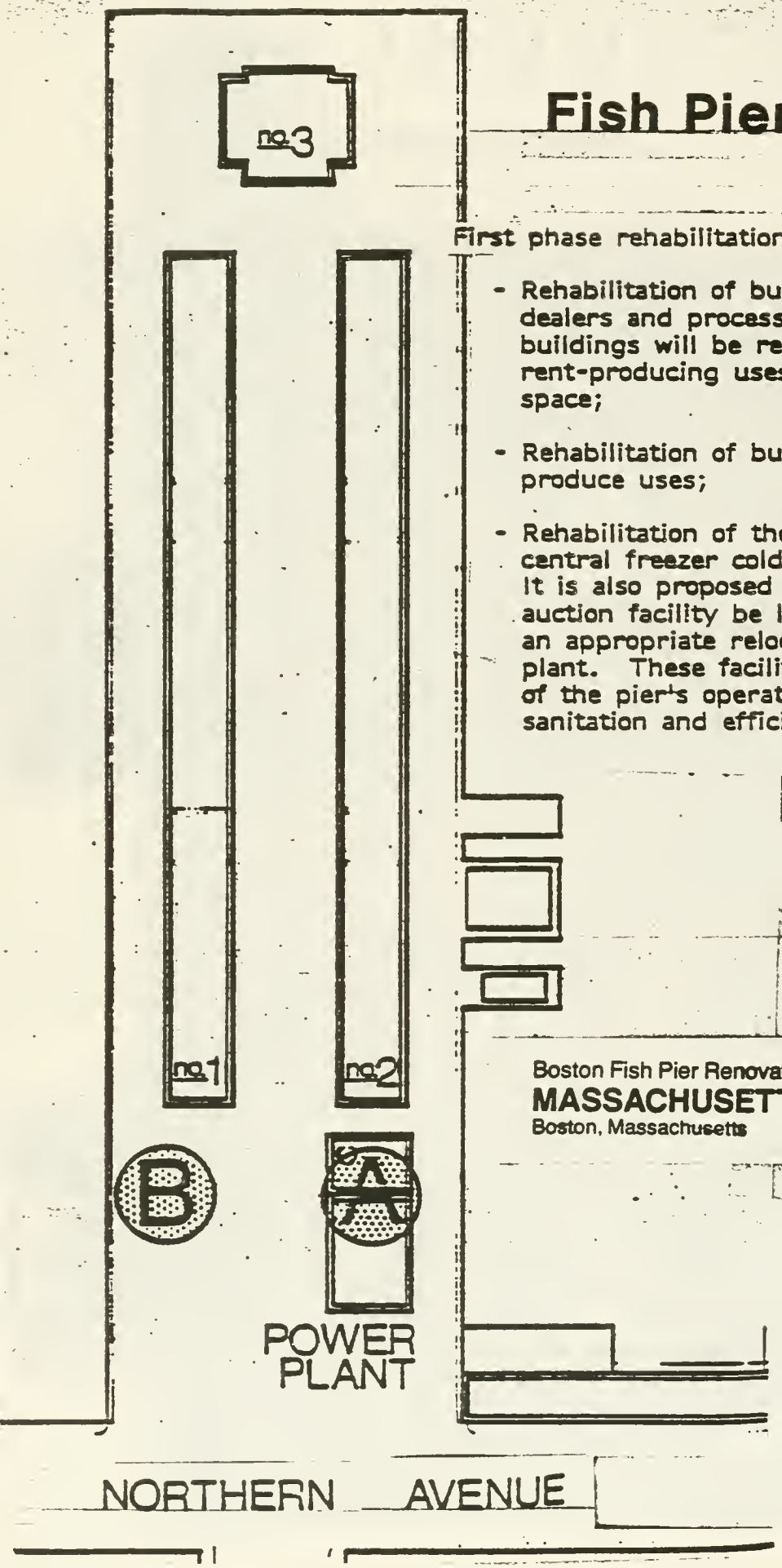


Commonwealth Pier



Commonwealth Pier is comprised of two architecturally and functionally distinct buildings: the headhouse (above) and the sheds (right). headhouse is a 4-floor Beaux Arts structure with office and vehicular drop-off space. Note the viaduct (right) creating a second access level to the Pier. The sheds and cargo hoist remain from an era of more active cargo use. The Pier, in particular the shed structure, is deteriorating. This trend will continue unless new uses can be located at the Pier to increase its economic viability.

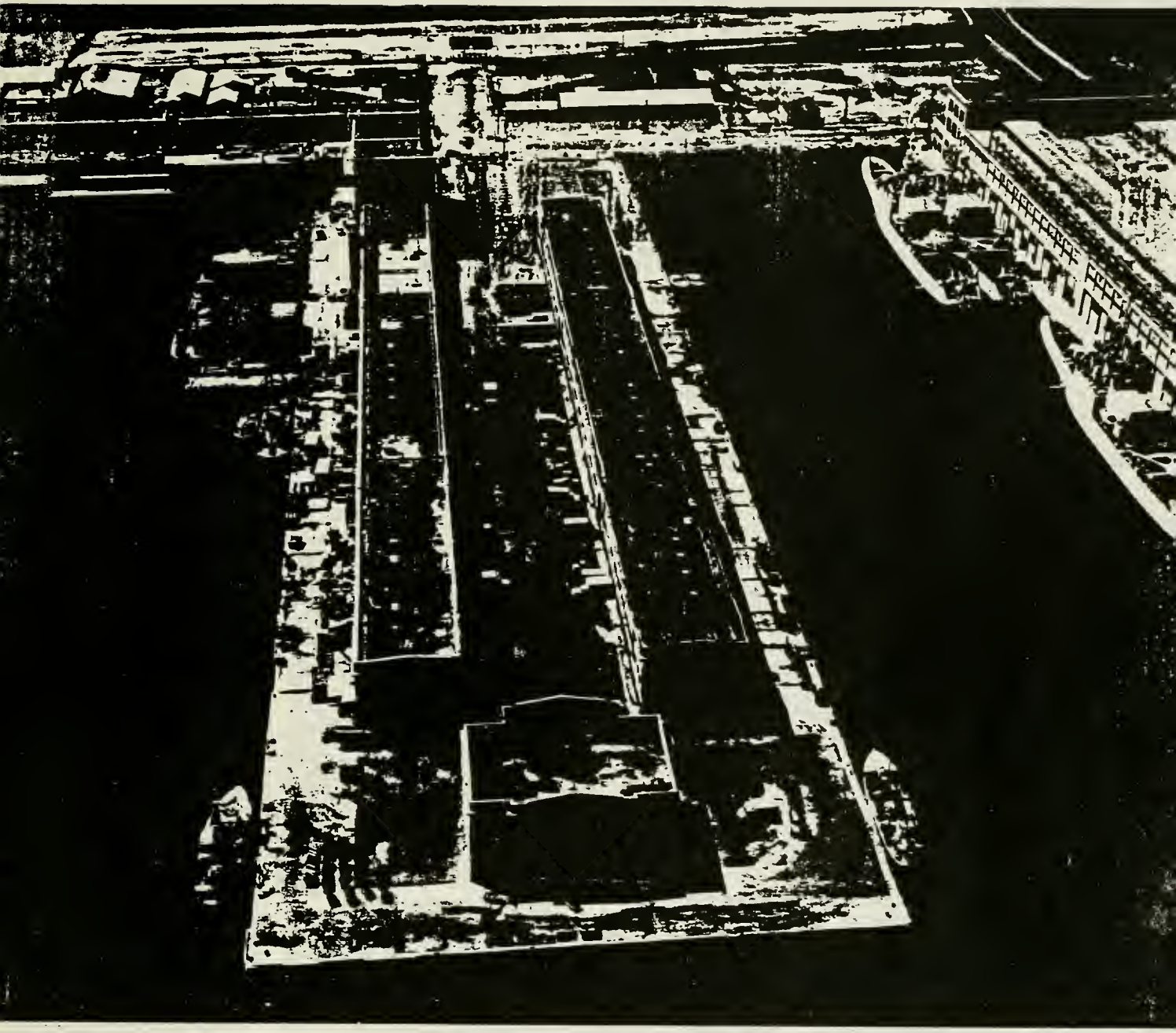
Fish Pier



First phase rehabilitation will include:

- Rehabilitation of buildings 1 and 2 for use by fish dealers and processors. The third floor of these buildings will be renovated for other compatible rent-producing uses, either residential or office space;
- Rehabilitation of building 3 for compatible income produce uses;
- Rehabilitation of the power plant building to house central freezer cold storage, and heating facilities. It is also proposed that a new fish unloading and auction facility be located here and that it would b an appropriate relocation site for an enlarged ice plant. These facilities are badly needed for growt of the pier's operations as well as for reasons of sanitation and efficiency.

Boston Fish Pier Renovation 250,000 s.f.
MASSACHUSETTS PORT AUTHORITY
Boston, Massachusetts



Rehabilitation of the Fish Pier

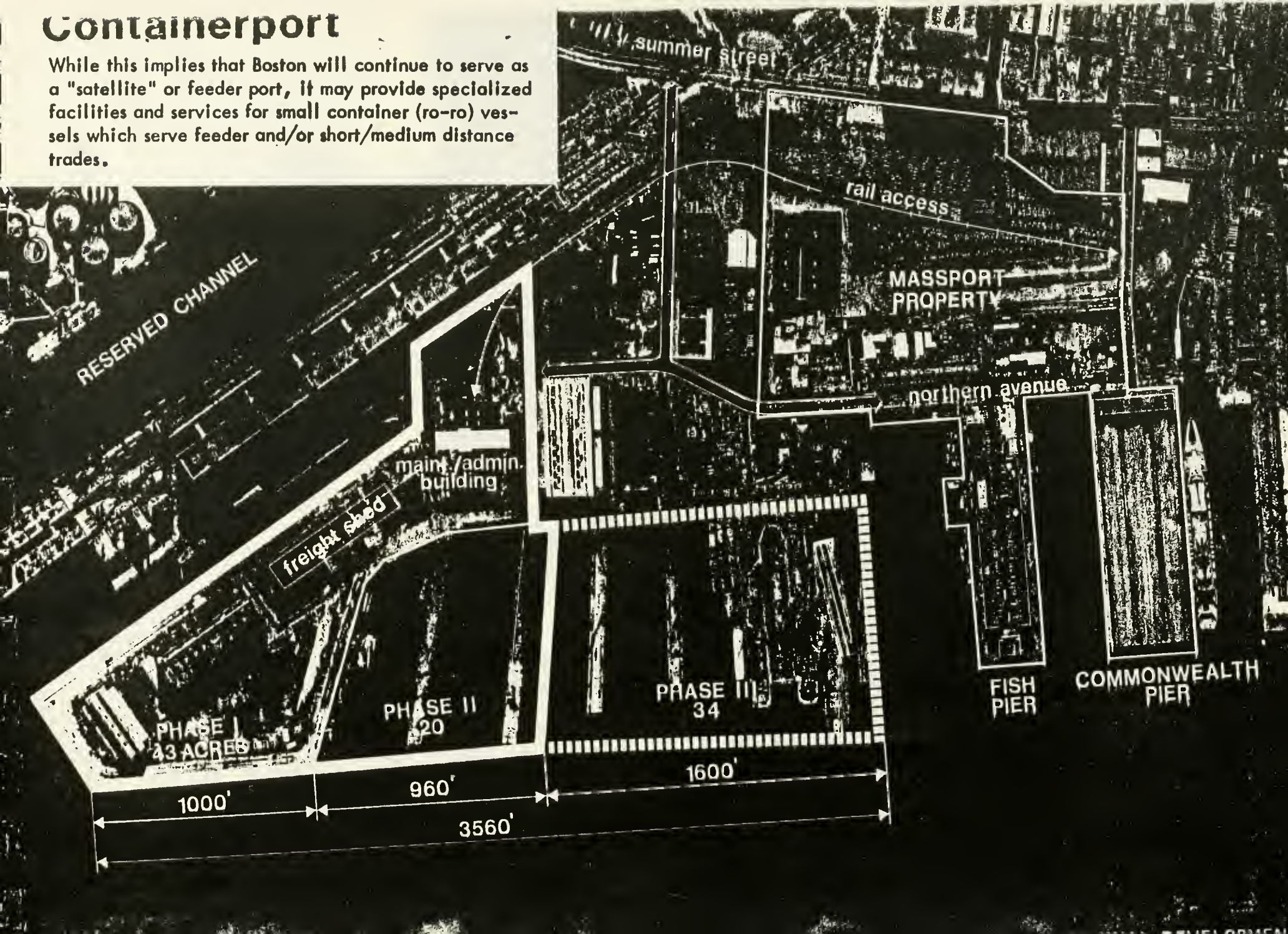
The Boston Fish Pier is the center of all fishing transactions for the Boston metropolitan area. Fish are sold in the New England Fish Exchange on the pier and filleted or frozen by processors located on the pier or on Northern Avenue. The Fish Pier was constructed in 1912 by the Commonwealth of Massachusetts. It was operated privately by the Boston Fish Market Corporation until 1972 when Massport took over its operation.

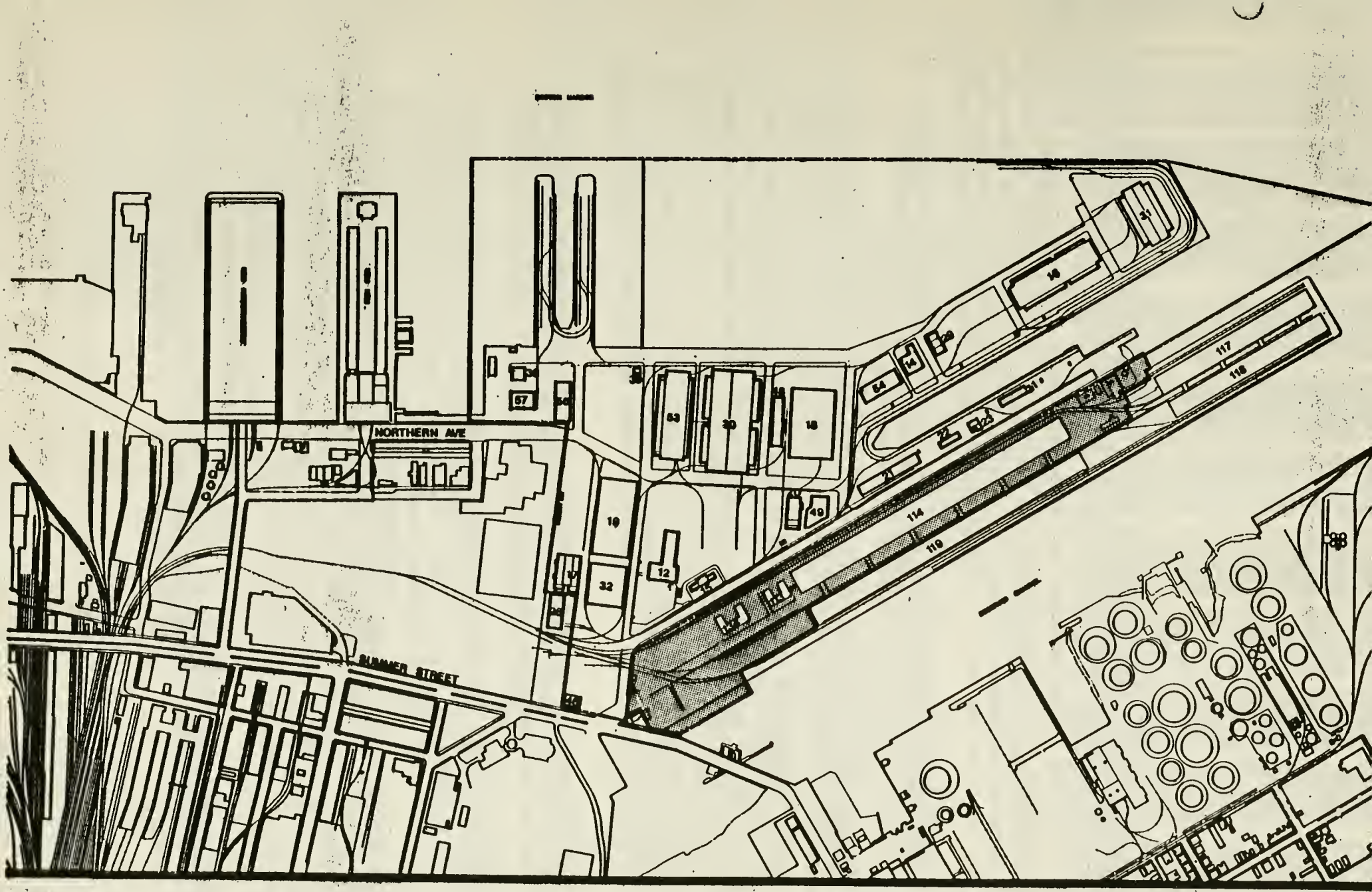
Specific Project

This proposal calls for reinvestment of 10-12 million in the publicly owned Fish Pier (8.4 to 10.5 m EDA, 3.6 to 4.5 m Massport). Recent studies of the pier have indicated serious problems with the structural integrity of the pier, the utility system, structures, and a need for new and more efficient loading facilities.

Containerport

While this implies that Boston will continue to serve as a "satellite" or feeder port, it may provide specialized facilities and services for small container (ro-ro) vessels which serve feeder and/or short/medium distance trades.





BOSTON ARMY BASE & BOSTON MARINE INDUSTRIAL PARK

ECONOMIC DEVELOPMENT & INDUSTRIAL CORPORATION OF BOSTON

DEVELOPMENT OPPORTUNITIES: BOSTON 1982

THE BOSTON ARMY BASE

Within the year, EDIC/Boston plans to purchase and seek a developer for one of the largest industrial buildings in the Metropolitan area - Building 114 at the Boston Army Base.

The building should be ready for occupancy within the next 18 months.

EDIC can help a developer fill as much as one-half of the leasable space with apparel manufacturers. Twenty-eight garment companies have been working with EDIC for one year to establish a new garment center in part of Building 14.

Building 114 is an eight-story concrete, 1.6 million square foot structure. It has 14-foot ceilings and 30 freight and passenger elevators. Freight rail service and ship docking facilities are adjacent to the building.

The location of the Army Base is ideal; it is less than five minutes from downtown Boston and one-half mile from the City's Southeast Expressway.

Building renovations are expected to cost approximately $18 million. An extensive engineering study shows Building 114 to be structurally very sound, but it must be industrialized. New utilities, mechanical and electrical work and new elevators are the main cost items.

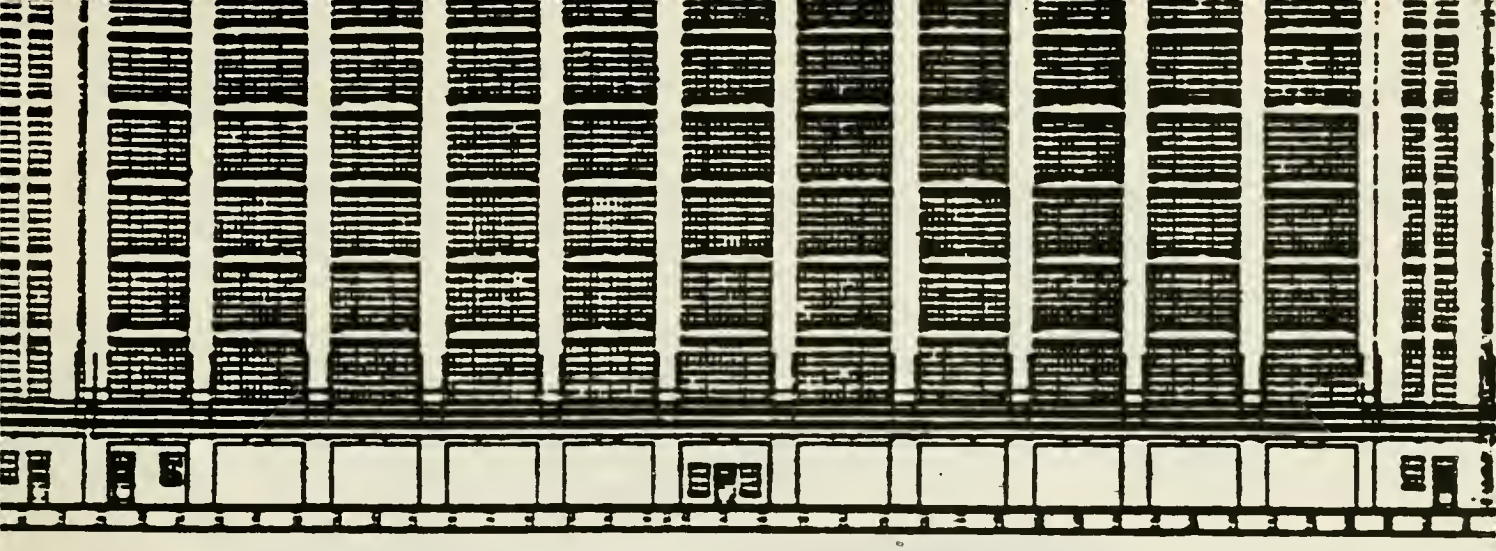
EDIC's independent appraisal has established a value of $1.5 million for Building 114 and its related property. The final selling price is subject to a second appraisal by the U.S. General Services Administration and subsequent negotiations.

Financing sources are varied. EDIC expects to combine low interest loans from Federal and State agencies with private dollars and create an extremely attractive package for developers and investors.

A 20% investment tax credit is one of the benefits a developer/investor will receive. Under the U.S. Internal Revenue Service Code, the investment tax credit is estimated at $3.5 million. Developer/investors will also receive a substantial depreciation allowance because the building is over 60 years old.

The Boston garment industry is the second largest manufacturing employer in the City. It is a stable industry, particularly in the area of women's apparel production. Between 1969 and 1979, employment in women's apparel increased 16%. The companies' labels are among those most frequently seen in retail stores. Nearly all of the companies have had sales increases in the last three years, and these are the firms which will make up the Garment Center at the Army Base.

Many other types of tenants may occupy Building 114. Several have already expressed a strong interest in moving there. The renovations will make the building ideal for all kinds of light industry.



The Boston Army Base . . .
666 Summer Street/Boston, MA 02210

These parcels offer many different opportunities, from manufacturing to warehouse distribution to support office space. It is ideal for firms in graphic production or photo finishing, credit reporting or claims adjustment, building services like window cleaning or security, computer and data processing agencies and equipment rental and leasing.

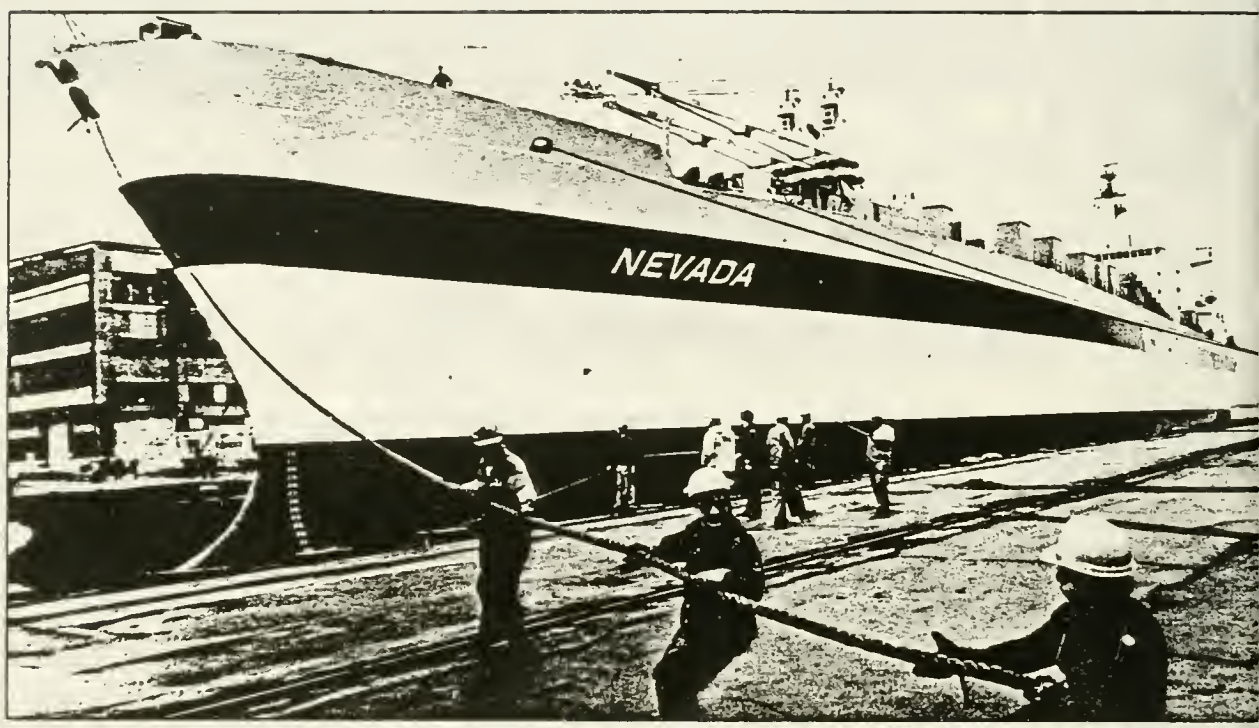
The property has four buildings to be rehabilitated separately or as a group, and open land for new construction of at least three 100,000 square foot buildings.

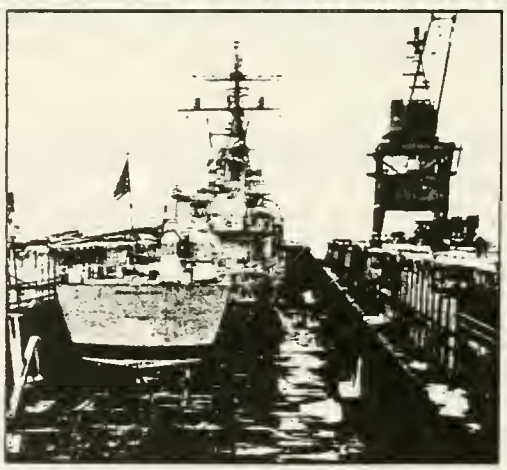
800,000 Square Feet – Newly Renovated
200,000 Square Feet Still Available for 1983
Industrial and Commercial Uses

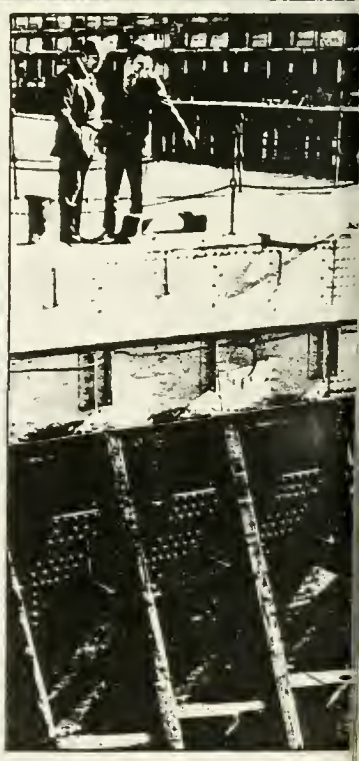
Renovations Include:

- ☐ New 277/480 volt electrical service to each floor
- ☐ 6 rehabilitated freight elevators, each with a 10,000 lb. capacity
- ☐ 6 new passenger elevators
- ☐ 378 feet of truck level loading docks
- ☐ New restrooms
- ☐ Modern fire prevention systems
- ☐ Class A reinforced concrete construction
- ☐ 13' stud height
- ☐ Convenient waterfront location, minutes from the Southeast Expressway
- ☐ 24-hour security
- ☐ Long-term leases
- ☐ Low interest loans available for leasehold improvements

Boston Marine
Industrial Park

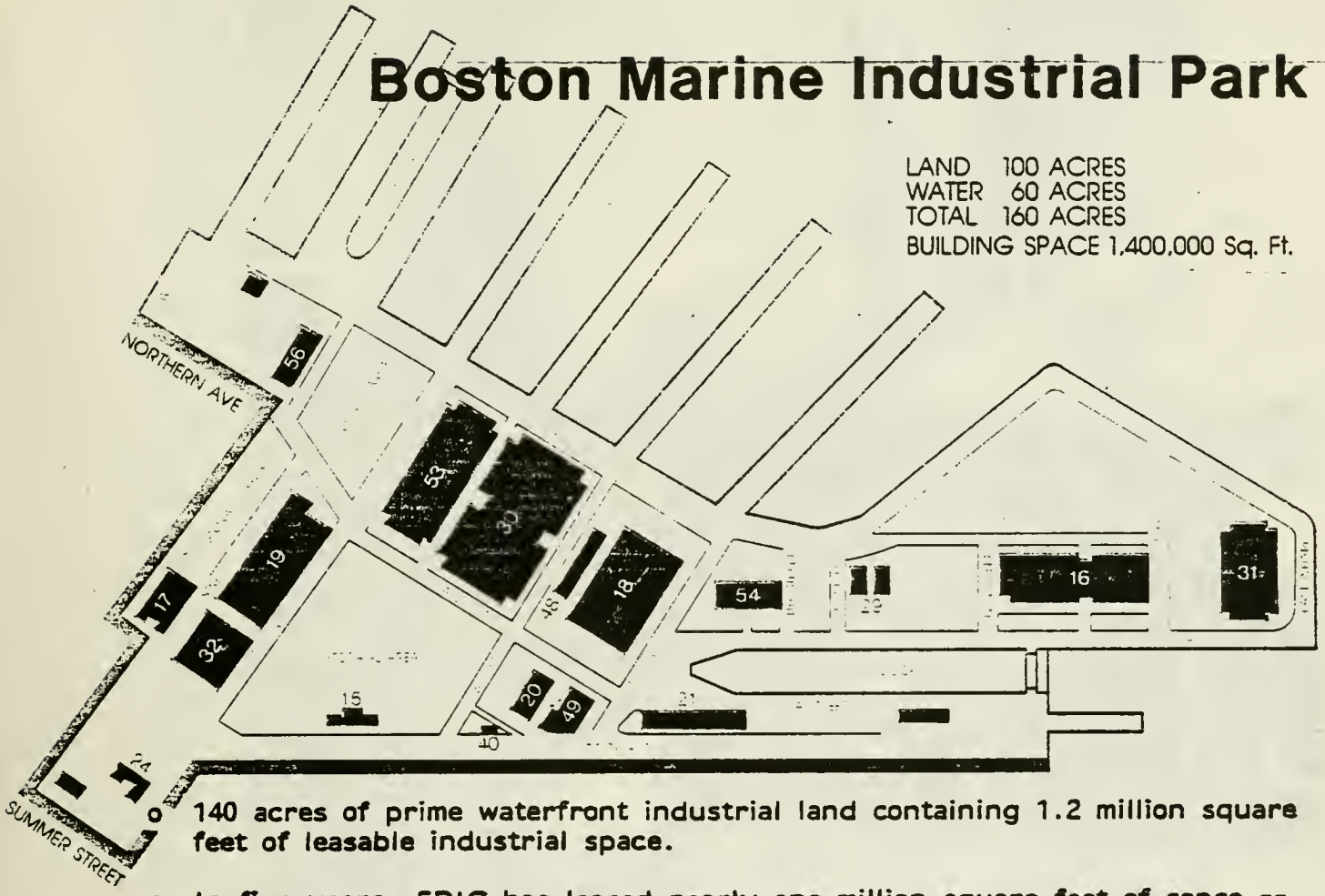




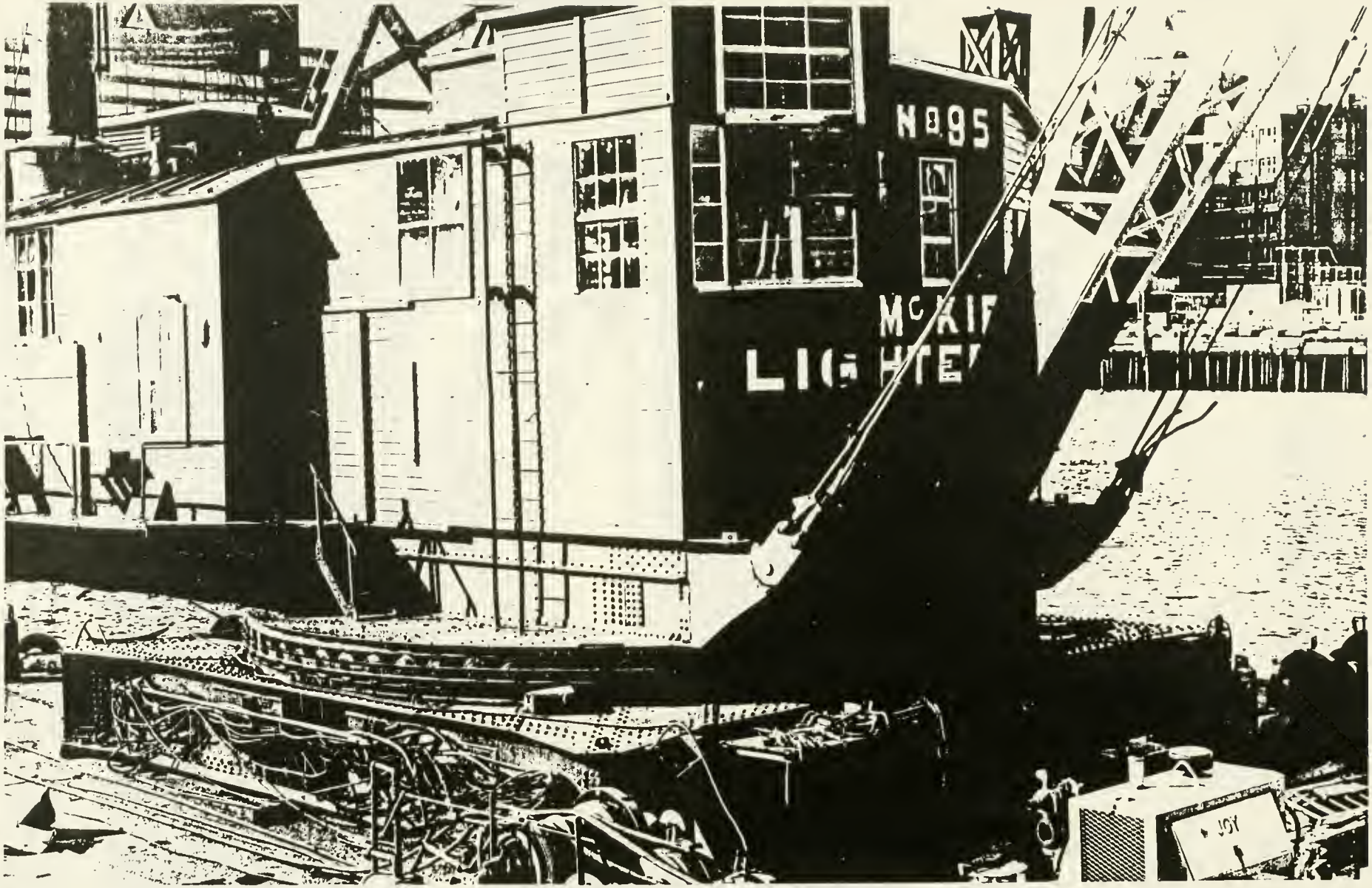


Boston Marine Industrial Park

LAND 100 ACRES
WATER 60 ACRES
TOTAL 160 ACRES
BUILDING SPACE 1,400,000 Sq. Ft.



- 140 acres of prime waterfront industrial land containing 1.2 million square feet of leasable industrial space.
- In five years, EDIC has leased nearly one million square feet of sapce -- 75% of the BMIP.
- There is still prime leasable building space and land available, including a prime parcel at the Summer Street entrance.
- Within the next three months, the total number of tenants will reach 30 and total employment will be over 1,000.
- Tenants are representative of Boston industry and include such well-known firms as Purolator Courier, General Electric, General Ship Corporation, Leonard Silver, P.X. Engineering, and a variety of printing, garment and metal fabrication companies.
- BMIP tenants have invested a total of $115,276,500 in the property.
- Federal Grants for the BMIP total $10,037,750. Since 1973, the Department of Defense Office of Economic Adjustment, the Economic Development Administration and the Department of Housing and Urban Development have financed various BMIP projects including an engineering study, initial land use study, reuse potential survey, impact evaluation, marketing strategy, renovations of buildings and piers, rehabilitation and new construction.
- EDIC's Boston Technical Center, located in the BMIP's Building 49, is a skills training center. More than 1,000 men and women have graduated from the BTC in the areas of electronics/computer technology, welding and machine tool fabrication. The BTC's placement rate is an impressve 90%.


N 85

GILETTE

Gillette provided us with the following information. They currently employ some 3,200 people many of whom are from Boston and a large percentage are from South Boston. Twenty-two percent of their labor force is minority. They like their current site although it is somewhat cramped for their production needs. The Razor people have made proposals to their central office for expanding their physical facilities but these have been rejected and they seem to have no expectation of turning this position around. Consequently, the manufacturing process currently runs three shifts. The third shift is somewhat smaller than the others but is growing in size.

The main positive factor in their location is its availability to Boston's large labor force. Another important locational factor is the availability of large quantities of relatively clean water that is used in the manufacturing process at the rate of approximately a million gallons an hour. The main liability discussed with the current site was the traffic delays for people leaving work especially in the directions of the south and the west. Another problem that they have is the poor soil conditions on the site which has necessited several million dollars work to reduce the weight of some of the older buildings (more on soil conditions later).

The tecnhical people were also concerned with the alternatives selected by our consultants that make extensive use of W. Second Street. The buildings in this area of the Gillette plant also hold delicate machinery (for making the tools used to manufacture Gillette products world-wide), and the soil conditions are very poor. It is in this area that Gillette was forced to spend millions of dollars to reduce the weight of their buildings in order to install heavier machinenery.

Other Issues

Gillette has approached MBTA several times about converting an existing air shaft between their plant and Broadway Station into a pedestrian passageway, but have received no encouragement. They would like us to assist them in getting MTBA to work on this.

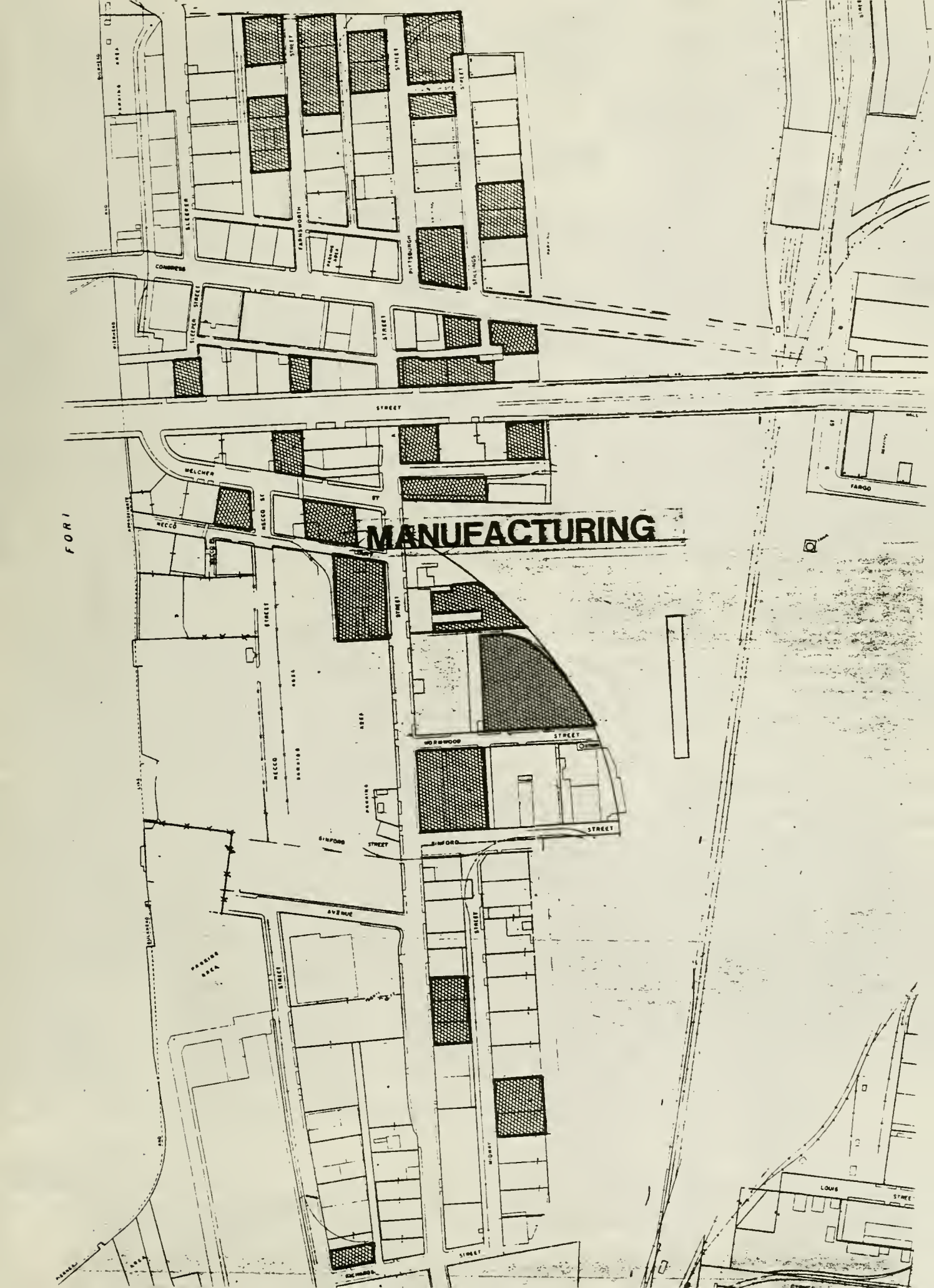
Because of the problems that silting of the water causes Gillette, they should be notified of any proposed construction in the channel as far in advance of the start of work as possible.

4.9.5 Impacts to the Gillette Cooling Water System

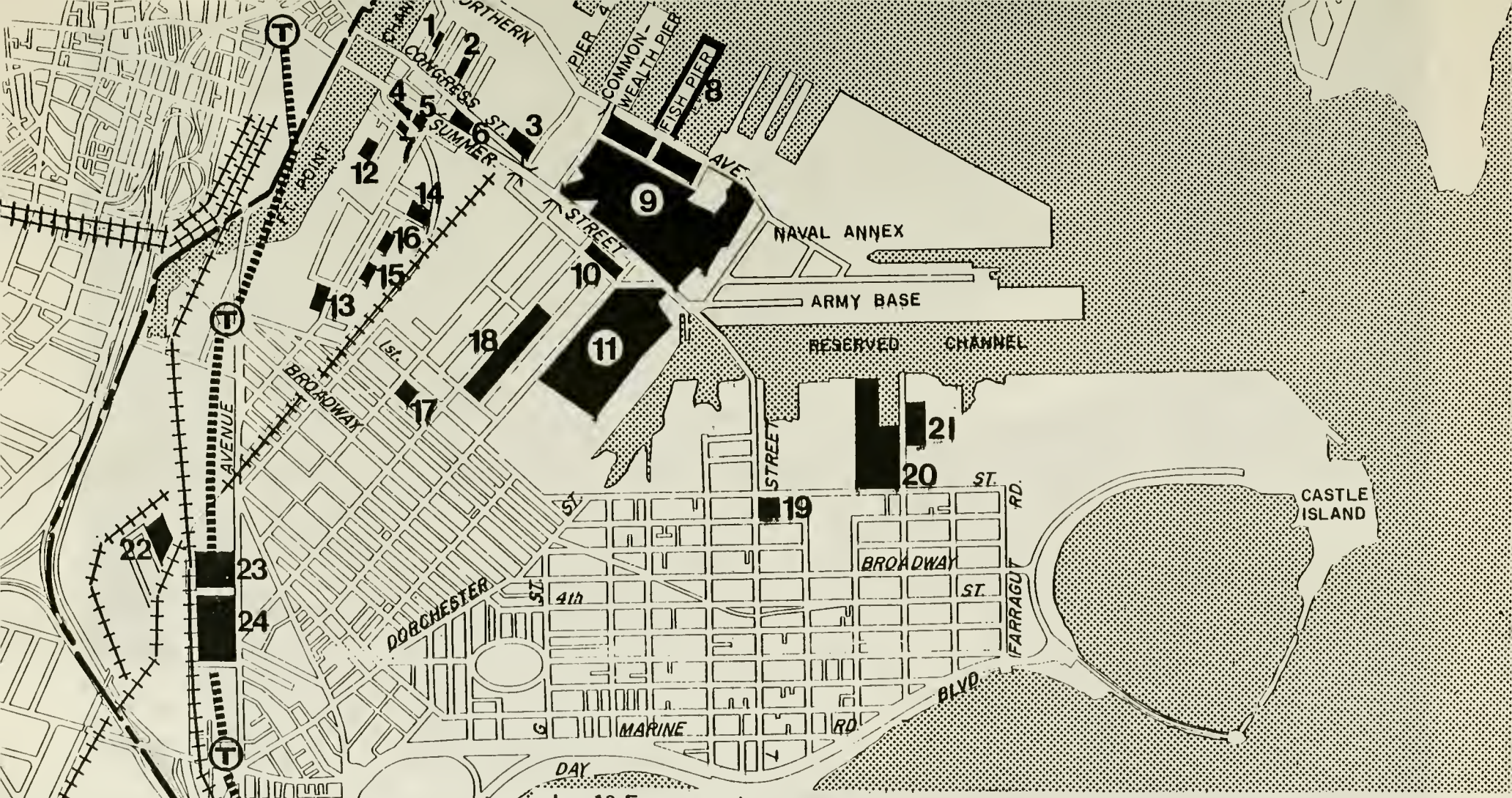
Construction of either Alternatives 3A, 5A, or 6 will require relocation of the Gillette industrial cooling water intake. As discussed in the DEIS/DEIR, it is proposed to relocate the intake to the vicinity of Northern Avenue. The relocated intake will be approximately 84 inches in diameter and will provide consistently cooler water to Gillette than is presently available from the Fort Point Channel. It will also provide Gillette with greater cooling capacity and will reduce the net thermal impact to Fort Point Channel. Construction of Alternative 5A will also require the relocation of the two cooling water discharges from Gillette. These discharges will be combined and discharge into the relocated Roxbury Canal Conduit as presented in the Supplemental Supportive Engineering Report.

Vibration measurements were also performed at the Gillette Company facilities in South Boston (site D on Figure 20) in order to document existing levels of building vibration at 11 locations near potentially sensitive equipment. Vibration-sensitive equipment included electron microscopes, metalographs, grinding machines, surface analyzers, blade sharpeners, hardness testers, and scales. Measurement results indicate maximum values of peak vertical floor vibration velocities ranging between 0.004 in./sec and 0.031 in./sec, with the greatest vibrations occurring in the building closest to the Fort Point Channel. Details relating to the vibration measurement methodology and results are provided in Appendix 6.

CONSOLIDATED ELEVATOR CO.
NEW ENGLAND ADDING MACHINE CO.


MANUFACTURING
CONGRESS
STREET
WELCHER
HECCO
FARNSWORTH
PITTSBURGH
STILLINGS
SLEEPER
FARGO
WORMWOOD
BINFORD
AVENUE
LOUIS

PORT POINT
WAREHOUSE
SHIPPING
RECEIVING
BLVD
DEAD END
NO
PARKING
TOW AREA



1. 12 Farnsworth
2. 11 Stillings
3. 374 Congress
4. 273 Summer
5. 281 Summer
6. 322 Summer
7. 51 Melcher
8. Fish Pier
9. Commonwealth Flats
10. Fargo Building
11. Naval Recreation Site
13. 167 A
14. Hub Folding Box Co.
15. 38 Midway
16. 50 Midway
17. E.V.R. Property
18. Trafalgar Square
19. 840 Summer
20. MBTA Site
21. First Street Building
22. Food Market/S.E. Expressway
23. Milin Realty Property
24. 369-383 Dorchester

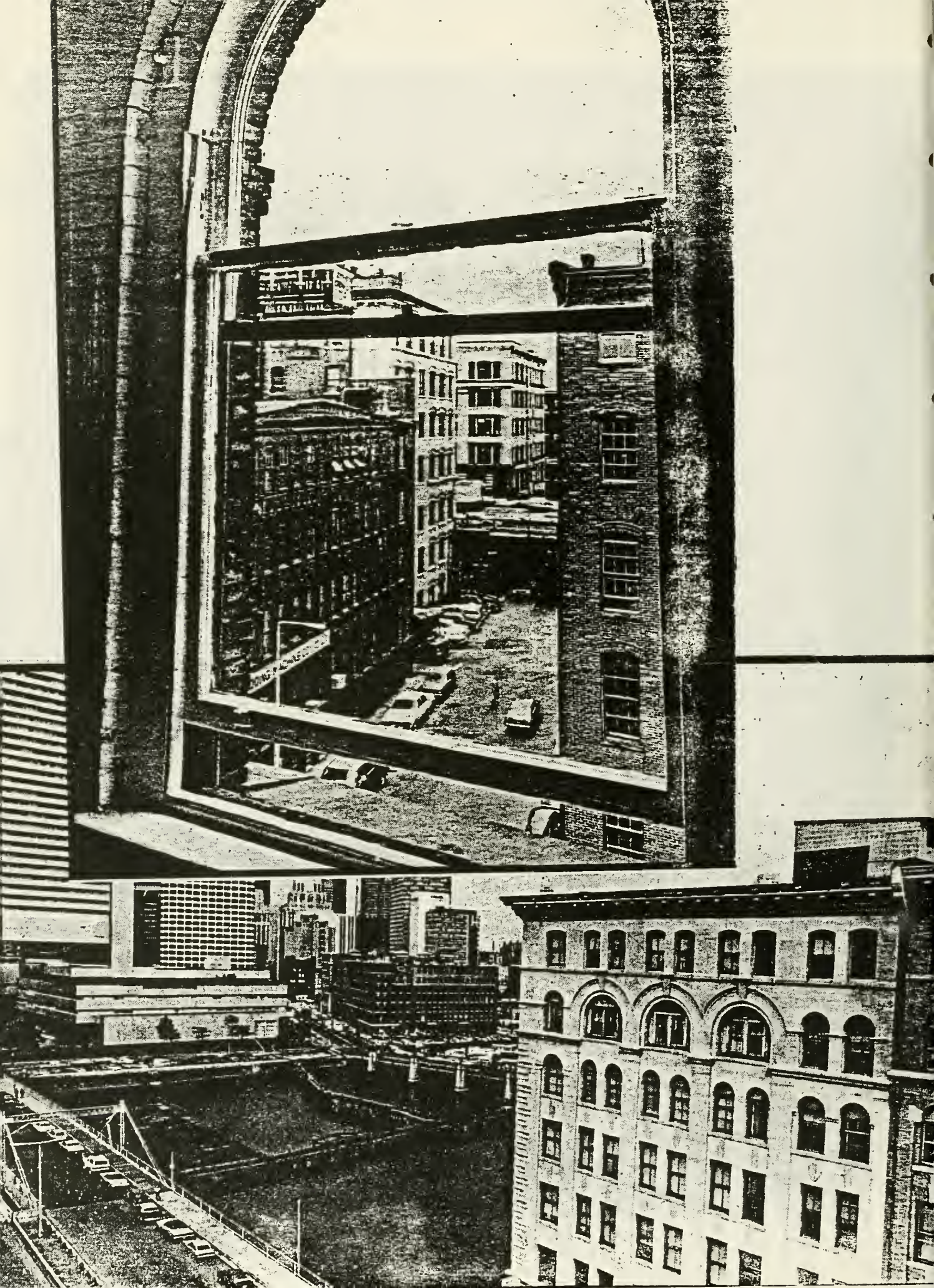
SOUTH BOSTON

0 800 1600 3200 FEET

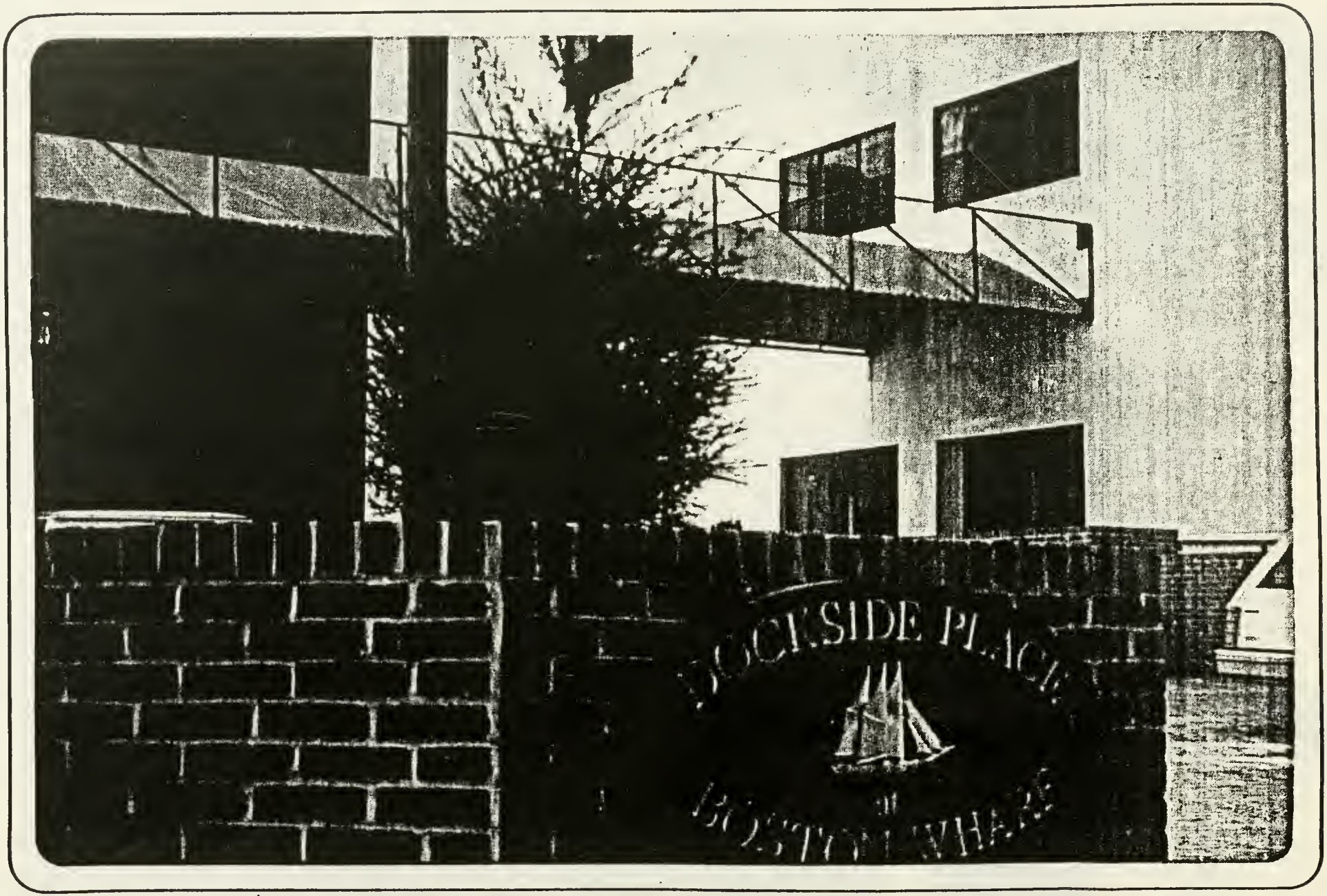
N

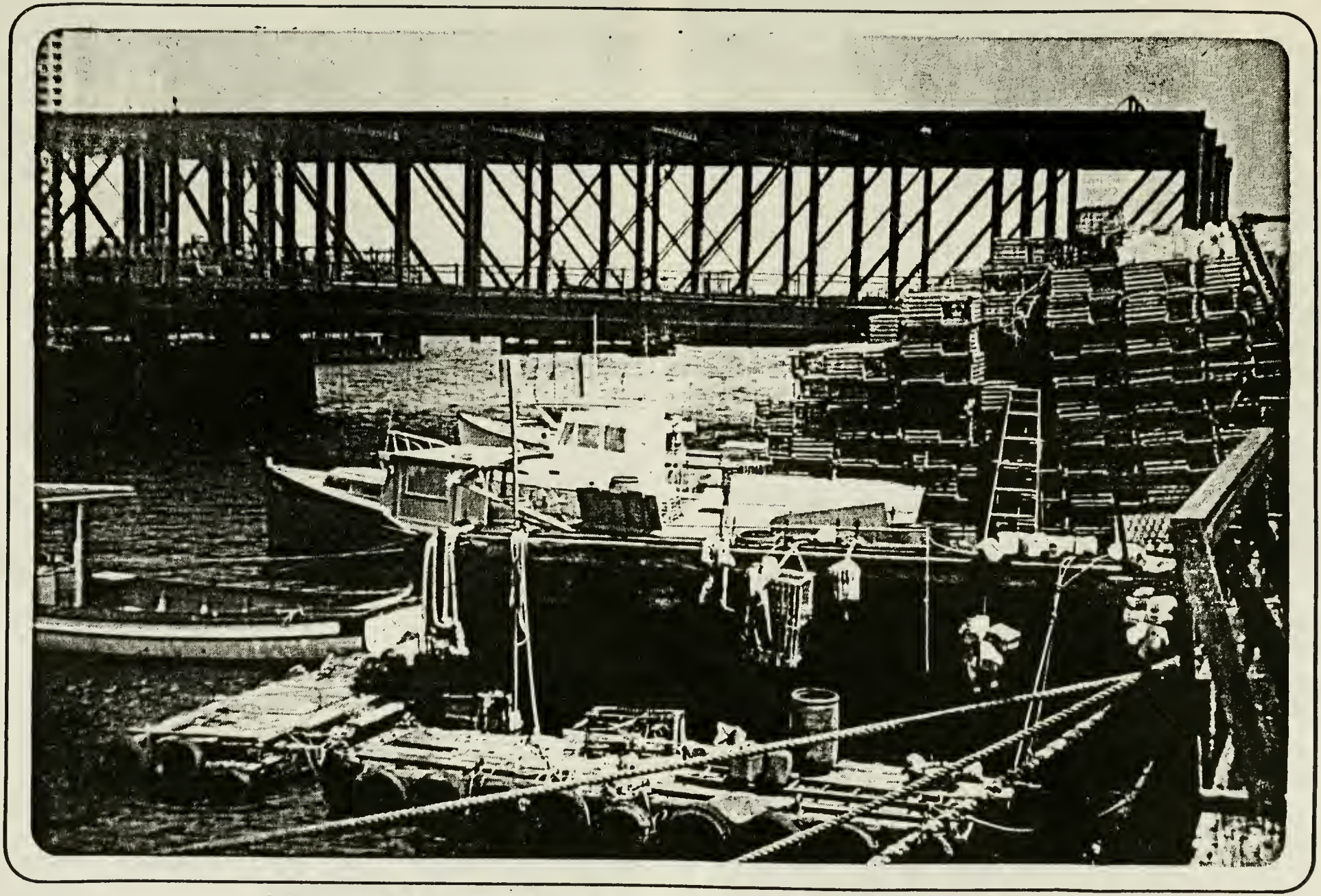
STUDIOS CONDOS

Boston's Newest Waterfront Neighborhood.



STUDIOS & ARTISTS


LOCKSIDE PLACE



This wholesale and retail lobster business sits on a small parcel right next to the present Northern Avenue Bridge. Behind it is a barge used for storage and up to which the lobster boats which deliver there for nine months of the year tie. Some lobster boats dock there.

N.Y. DELI
nuArc
GRAPHIC ARTS
EQUIPMENT

TOP
GAS
COMMERCIAL

RESTAURANTS

pier 4

Jimmy's Harborside Restaurant

Home of the "Chowder King" and internationally famous for fine seafood, steaks and harbor views. On Boston's Fish Pier, Jimmy's Harborside is a favorite of Bostonians and visiting celebrities alike. Over 57 years as Boston's finest seafood restaurant.

Sophisticated ambiance, distinguished service.

Open daily except Sunday from 11:30 to 9:30.

242 Northern Avenue
Boston, Mass.
423-1000

Victoria Station

All aboard for a most exciting dining experience — a unique railroad atmosphere, imaginatively decorated with British Railway memorabilia.

The new menu features poultry and seafood dishes, prime rib, steaks, all-you-can-eat beef ribs baked in barbeque sauce, and other meals of exceptional value. Unlimited salad bar and scrumptious desserts. Children's dinners from just $1.95. Dinner served nightly. Lunch served Mon-Sat (Mon-Fri at Boston). Salem has Sunday Brunch 11 to 3. Bar and complete wine list. Group facilities. Reservations and major credit cards.

Boston, 64 Sleeper Street, 542-7771. Salem, Pickering Warf, 745-3400. Framingham, 345 Cochituate &Caldor Road, 879-3223. Burlington, 128 Middlesex Turnpike, 273-2230.

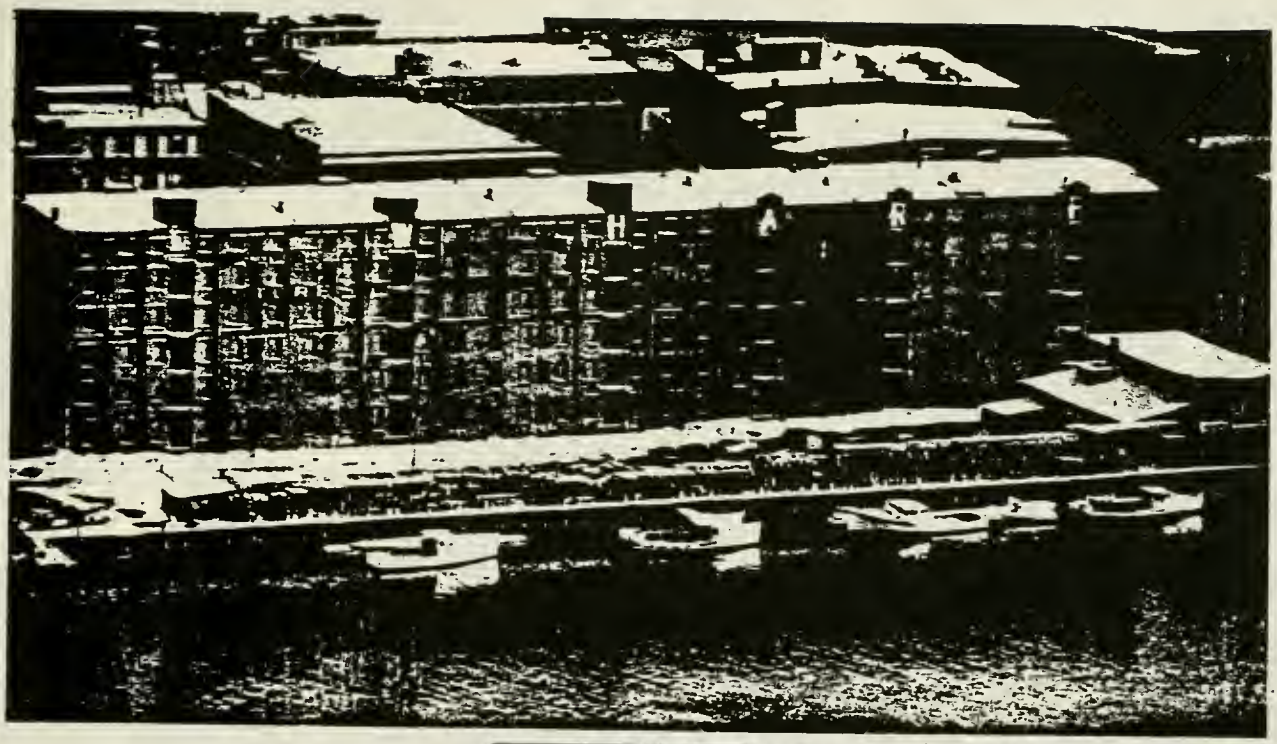
Jimbo's Fish Shanty

The newest restaurant on Boston's Fish Pier has quickly gained a reputation for delicious meals at outstanding values. Owned and operated by Jimmy's Harborside, Jimbo's features lobsters, broiled fresh catches of the day, "stick food," Greek salad, burgers, steaks and ritzy chicken. If you're sinful, there's Hobo Fish Stew, Jayney's luscious Amaretto Pie and a full bar of washes. Collector's model trains and railroad memorabilia set the tone for fun and family dining.

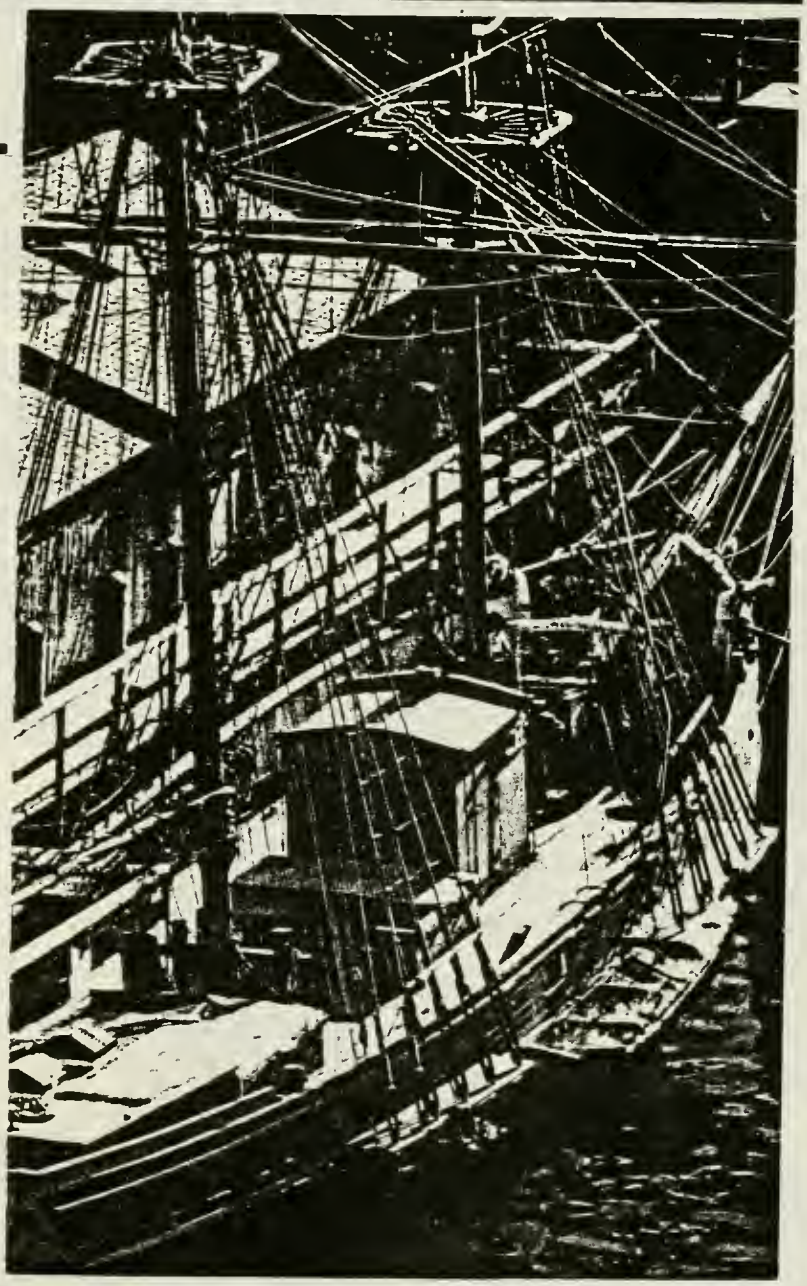
Open daily Monday through Thursday 11:30 a.m. to 9:30 p.m.

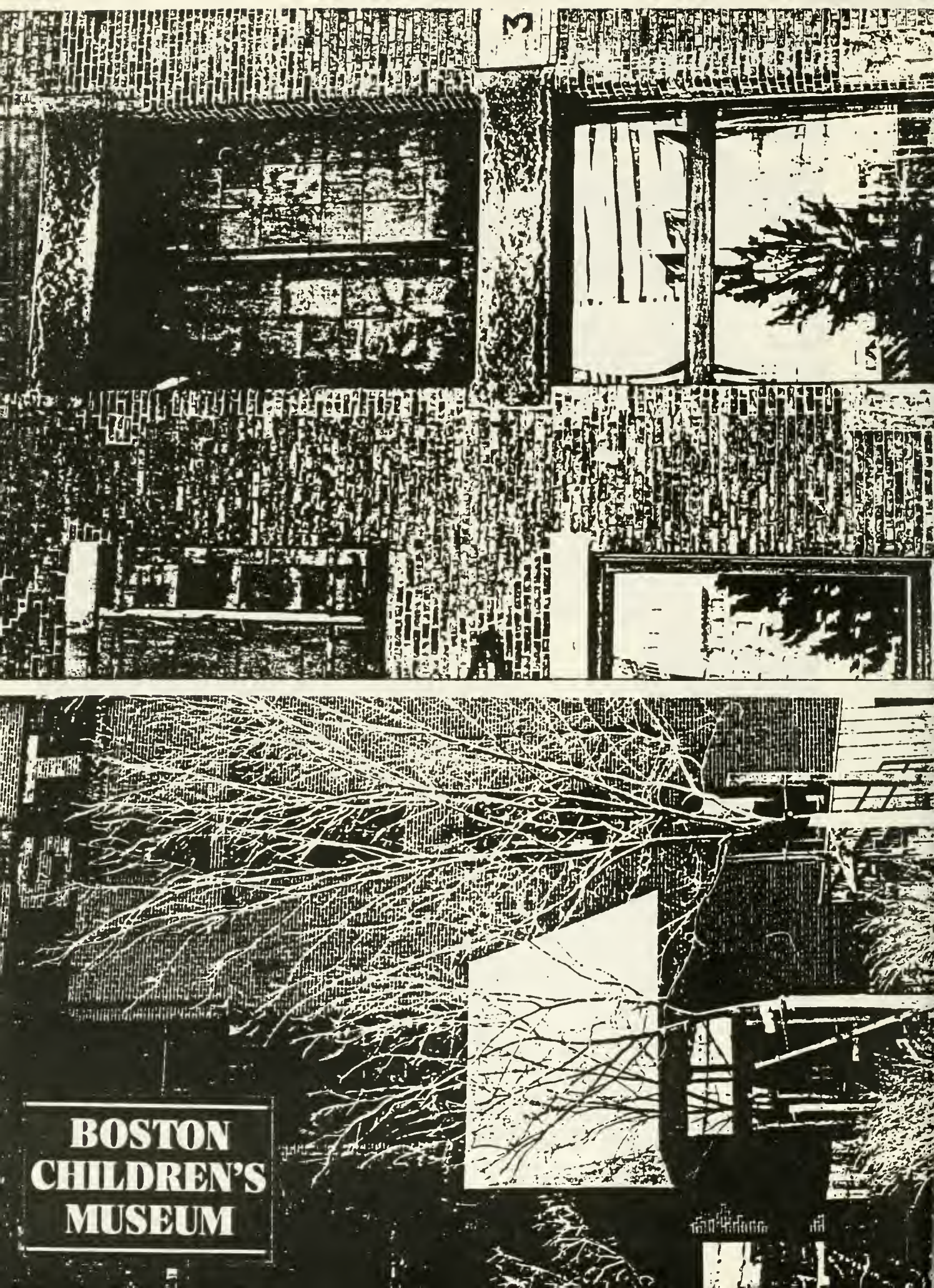
Weekends 11:30 a.m. to 10:00 p.m. Sundays 1:00 p.m. to 9:00 p.m.

245 Northern Avenue
Boston, Massachusetts
542-5600



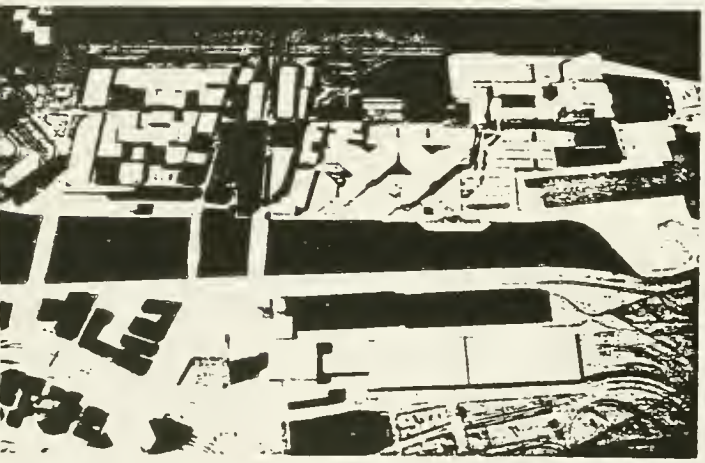
INSTITUTIONAL



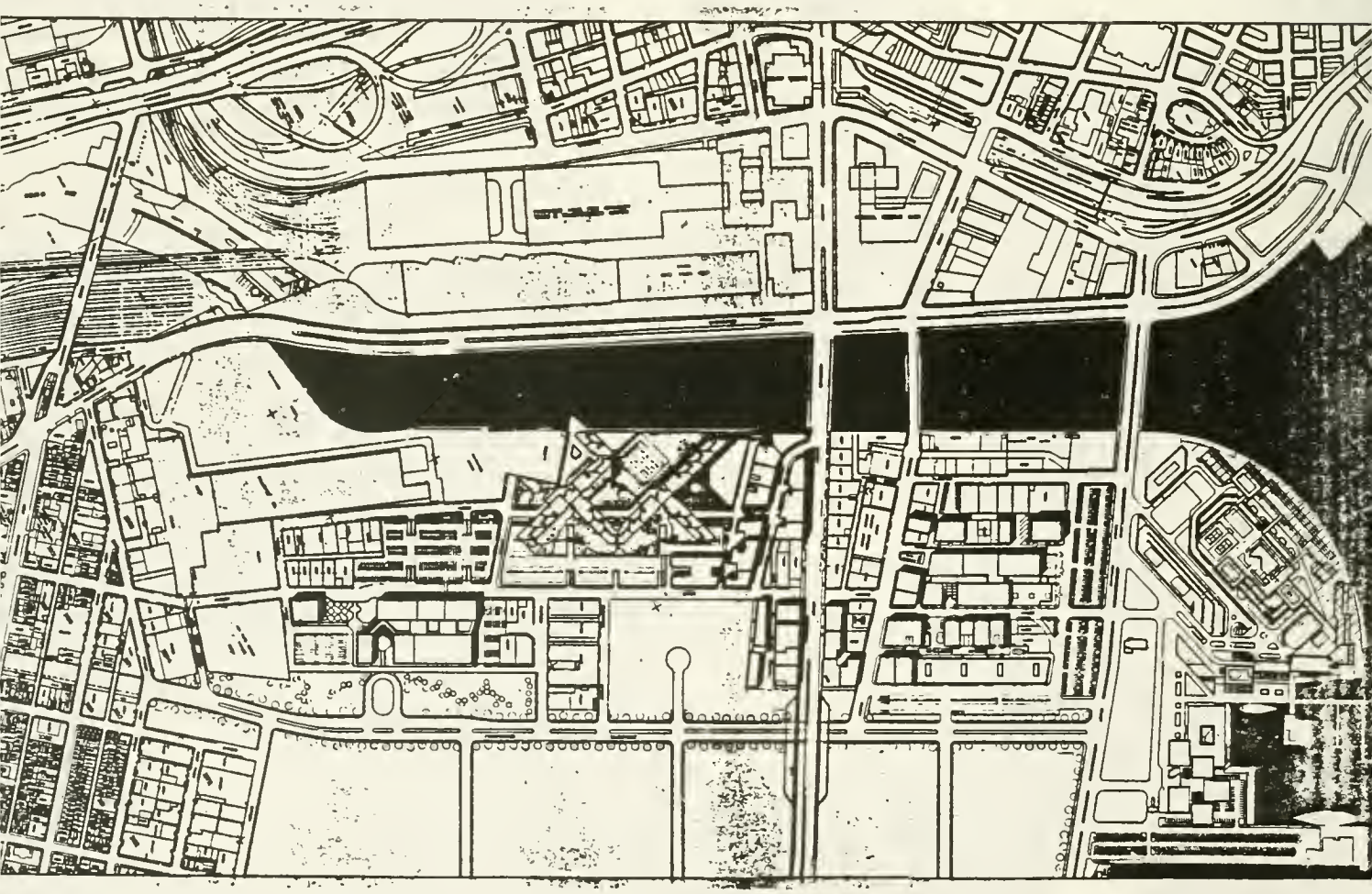

BOSTON
CHILDREN'S
MUSEUM

Proposals

PAST PROPOSALS

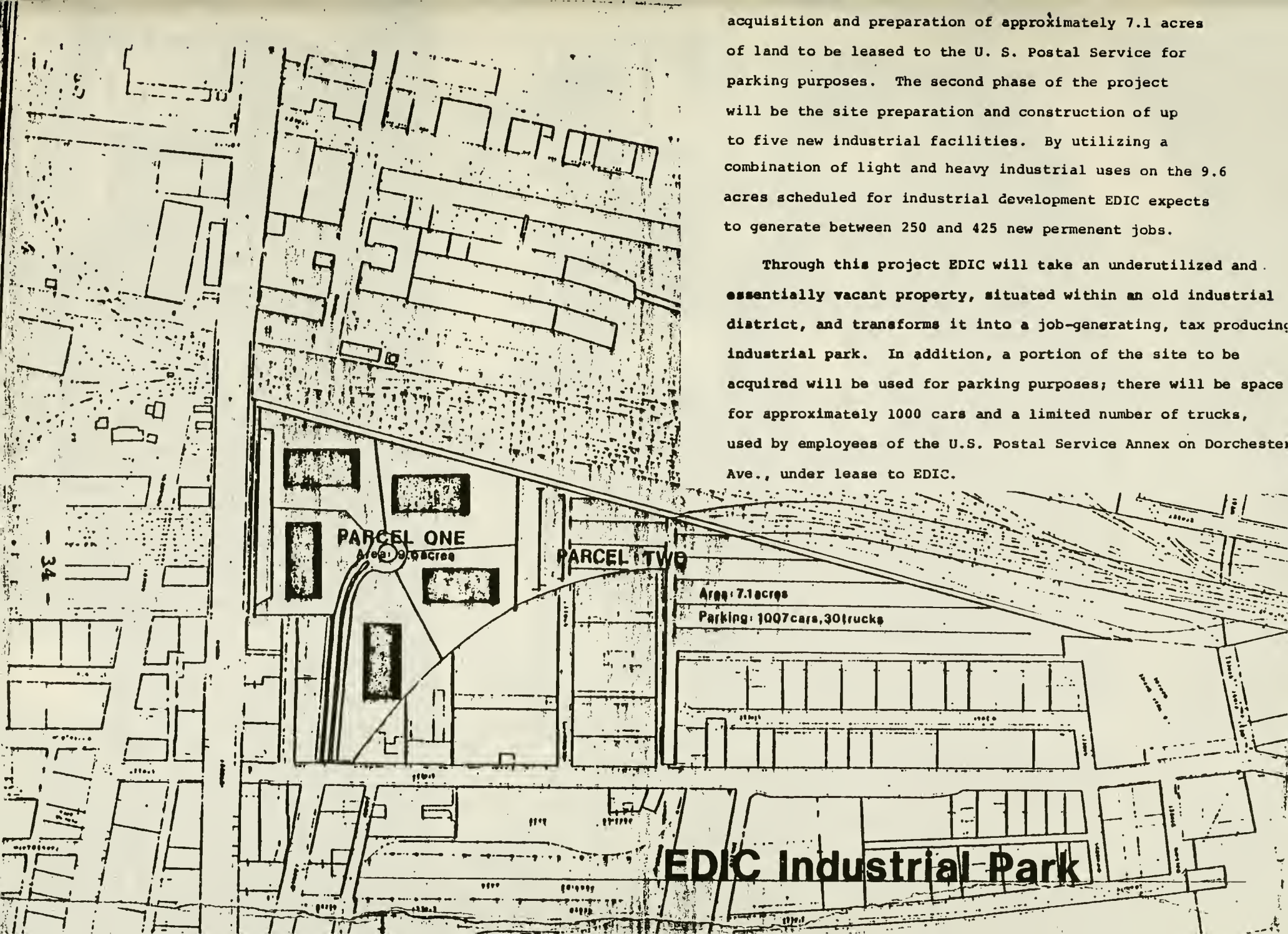


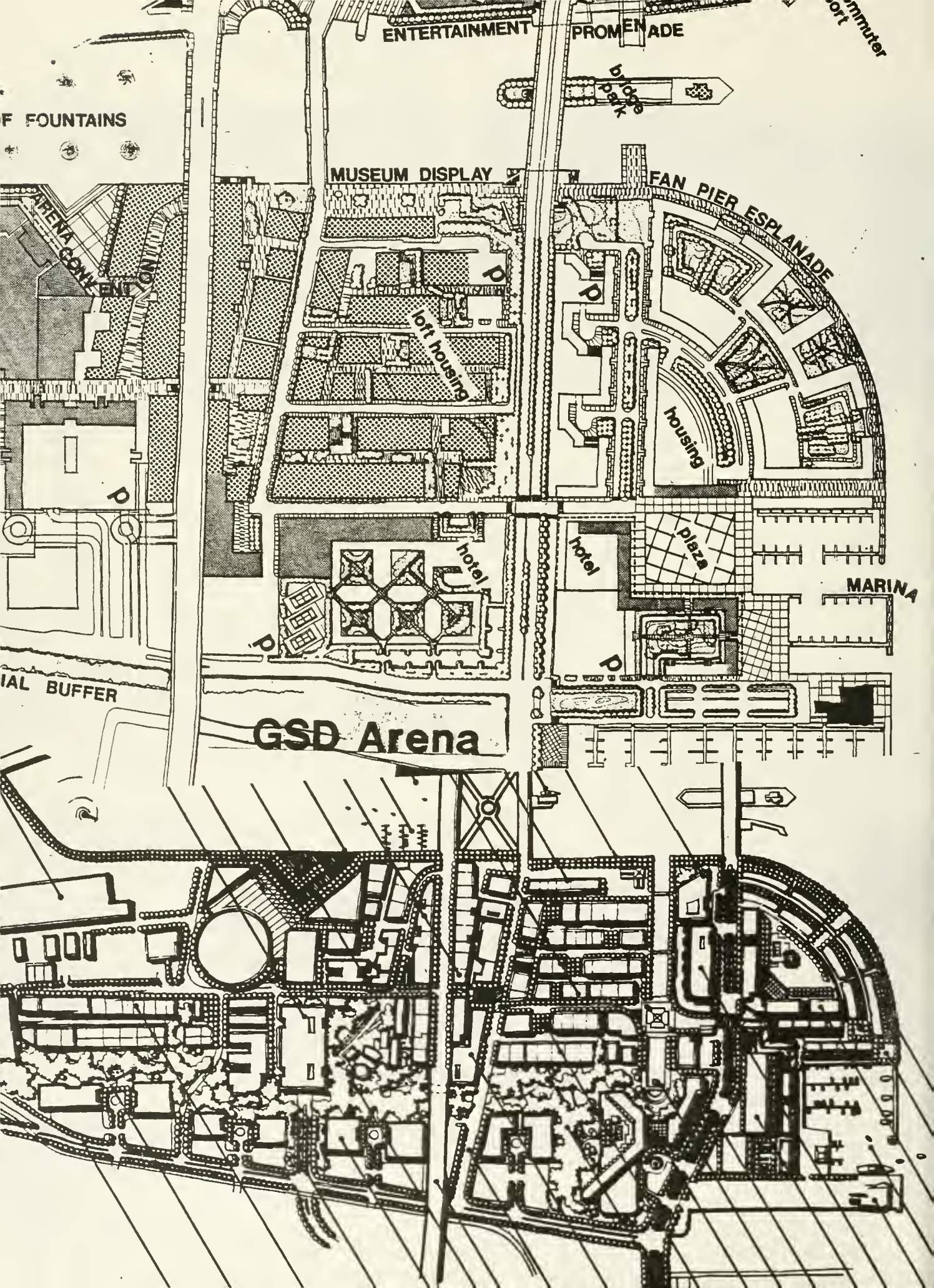
Jung Brannen Housing

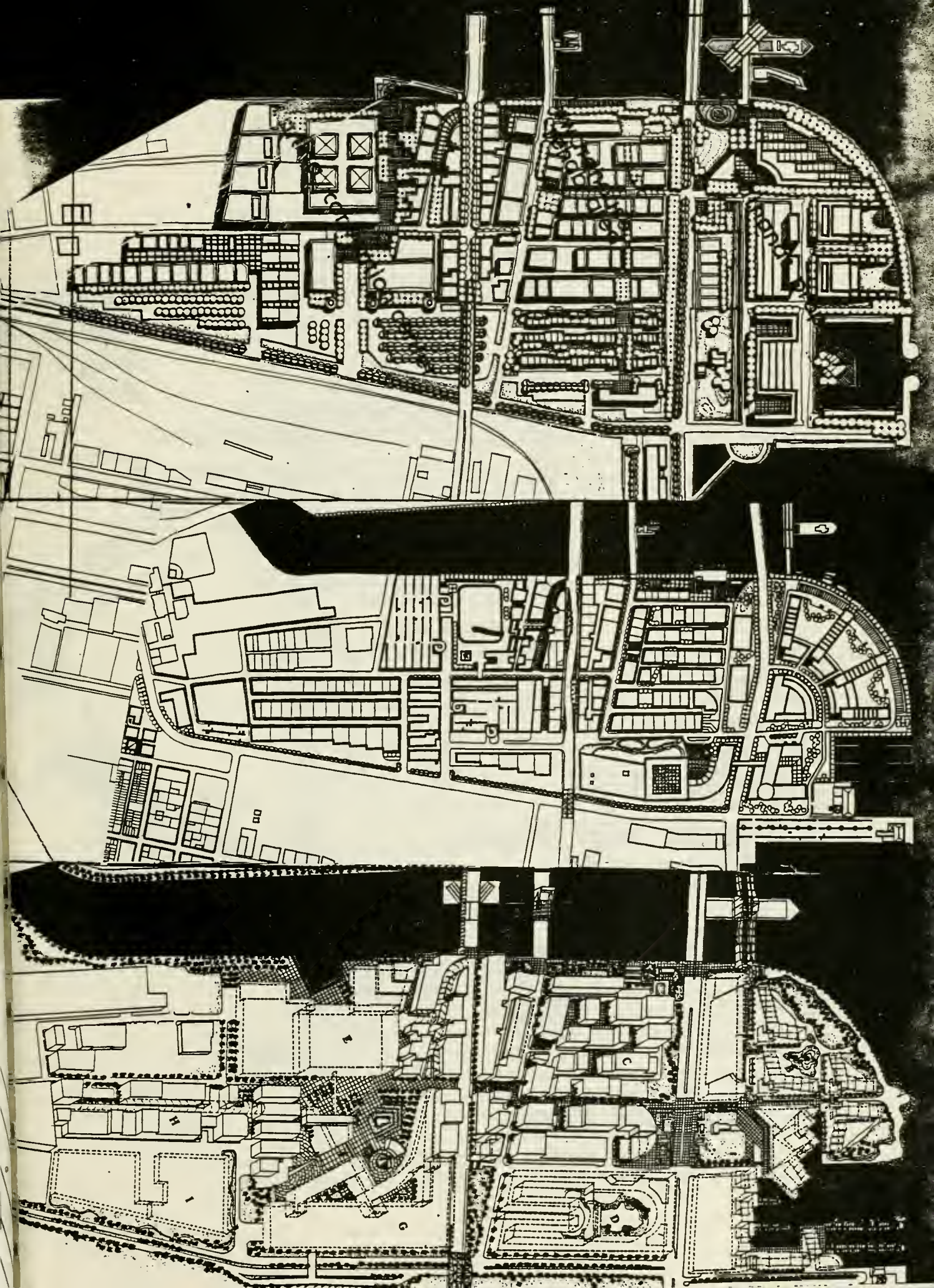


acquisition and preparation of approximately 7.1 acres of land to be leased to the U. S. Postal Service for parking purposes. The second phase of the project will be the site preparation and construction of up to five new industrial facilities. By utilizing a combination of light and heavy industrial uses on the 9.6 acres scheduled for industrial development EDIC expects to generate between 250 and 425 new permenent jobs.

Through this project EDIC will take an underutilized and essentially vacant property, situated within an old industrial district, and transforms it into a job-generating, tax producing industrial park. In addition, a portion of the site to be acquired will be used for parking purposes; there will be space for approximately 1000 cars and a limited number of trucks, used by employees of the U.S. Postal Service Annex on Dorchester Ave., under lease to EDIC.




ENTERTAINMENT
PROMENADE
bridge park
F FOUNTAINS
MUSEUM DISPLAY
FAN PIER ESPLANADE
ARENA CONVENT
loft housing
housing
plaza
hotel
hotel
MARINA
IAL BUFFER
GSD Arena



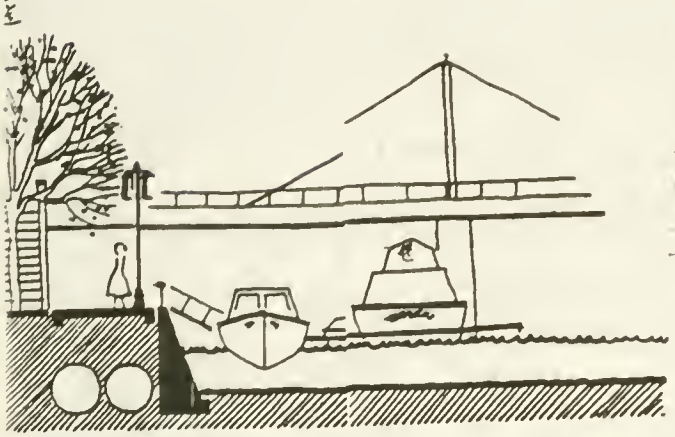
Boston Downtown Waterfront Project

Boston Educational Marine Exchange

Patricia Reed Clark, Project Director
Lenz/Frenchman, Inc., Urban Design Consultant

Concept Plan
Access and Recreation,
Public and Private Development

- Proposed New Open Space & Recreation
- Existing Open Space & Recreation
- Potential High Density Development
  1. Office Development at Channel Terminus
  2. Mixed-Use Development at Channel Edge
  3. Mixed Public/Private Use at Edison Lot
  4. Rowe's & Fosters Wharf
- Potential Adaptive Reuse
- Industrial & Support
- Active Routes to the Sea

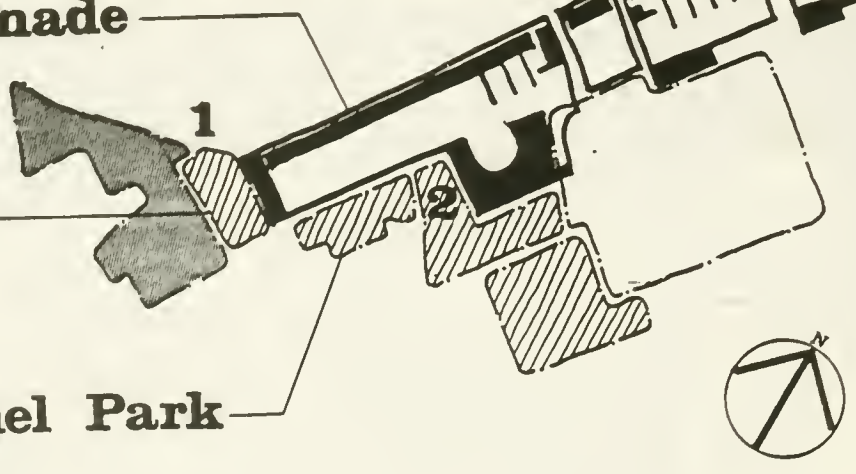


Restore North E Edge to Sea

Upper and Lower Promenade

A New Terminus for the Chanel

Channel Park



Property Of
BOSTON REDEVELOPMENT AUTHORITY
Library

Based on this analysis, key elements of the concept plan are outlined below. Specific proposals are described in detail in the section which follows. The proposals are designed to serve four goals:

- Interpretation — of Boston's extensive maritime history and resources by utilizing the "routes to the sea". The aim of interpretation would be to make Boston's history and environment come alive for residents and visitors, and to entice them from the center city to activities at the water's edge. Interpretive signage and devices would be placed along each route to explain the history and significance of various sites and adjacent historic areas. At the terminus of "active" routes, a second exhibit would orient visitors to public access opportunities and waterfront activities which exist or are proposed for development at these locations (see below). This concept dovetails with a project now being contemplated by the National Park Service.

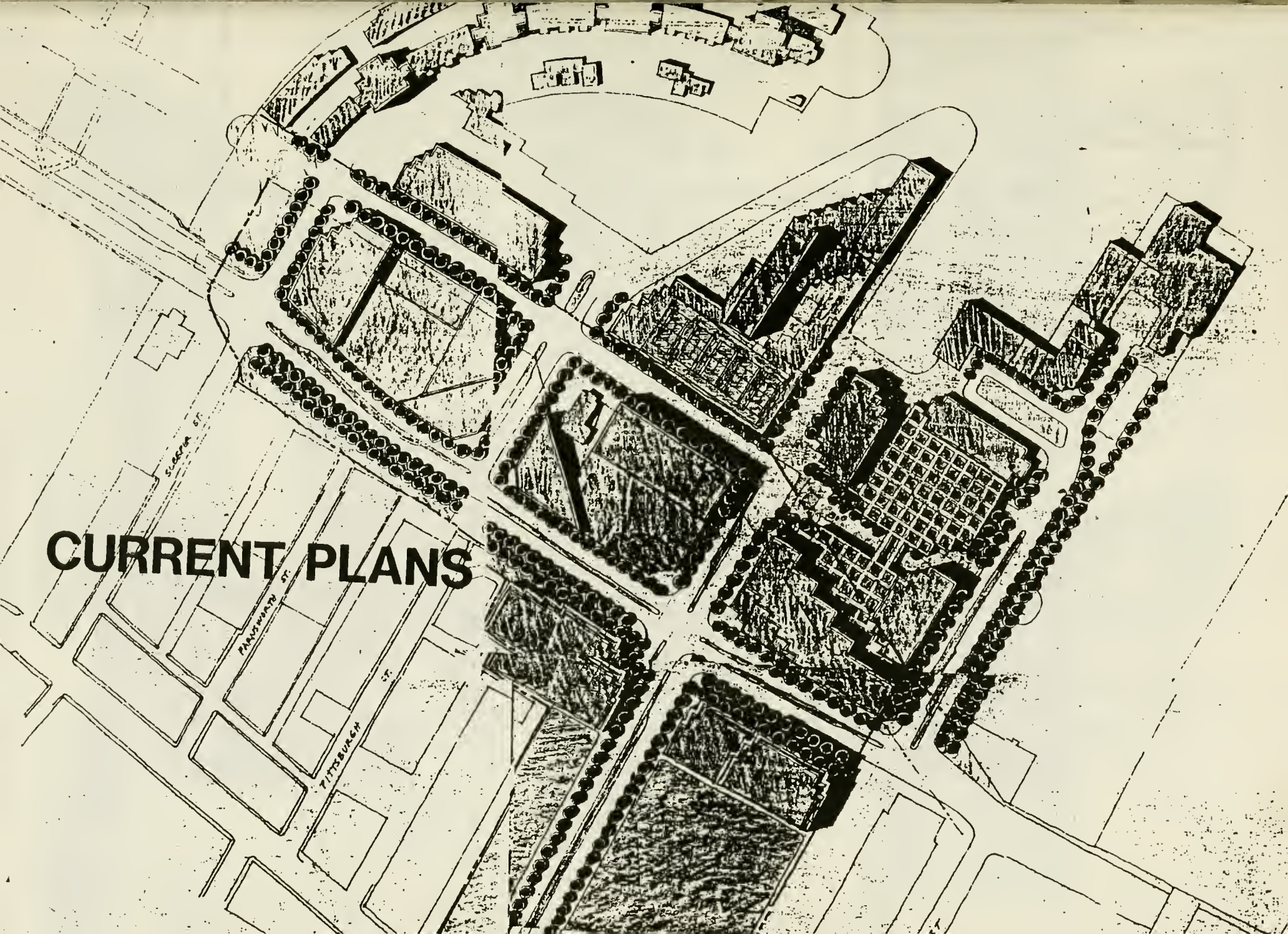
- Development and Use

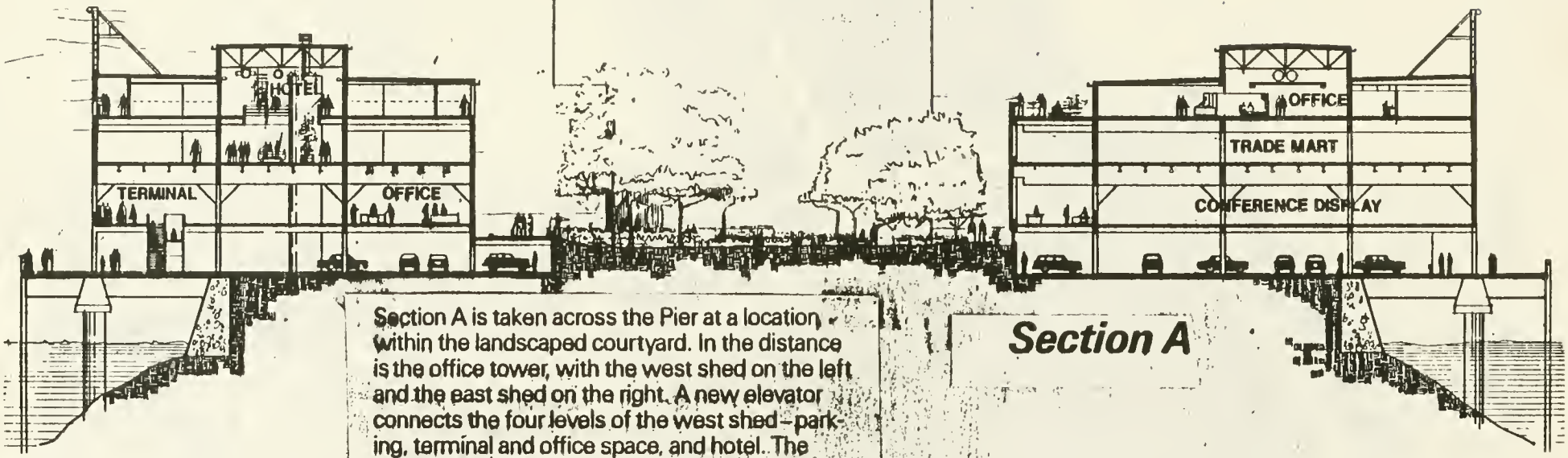
  As explained in the previous section, development proposals will focus primarily on the Fort Point Channel area, where the potential of creating private value through public investment can be most clearly demonstrated. Currently, four major public projects are pending which collectively have the potential to transform the shape and use of the Channel — new Northern Avenue Bridge, waste-water inceptor pipe, waste-water treatment facility, and air shaft for the Red Line tunnel (see Inventory and Appendix 2). The overall goal of this project is to coordinate the design of these public improvements with adjacent private developments in order to convert the Channel from a dying waterfront remnant to a major urban feature and focus for the future expansion of central Boston. The Channel has the potential to become a true downtown harbor with maritime activity at its heart. As the design theme for public improvements, we propose the use of forms, details, and materials typical of the turn of the century, when the Channel as we know it developed. The intent is not to recreate the era, but to recall its vision and scale as expressed in contemporary terms. Restoration of existing 19th-century bridges, embankments, and details is integral to this concept.

- Preservation Furthermore, we recommend that 19th-century planning concepts be applied to redeveloping the Fort Point Channel as a major public amenity and a future focus for expansion of the central business district. The creation of public spaces, gracious walkways and landscaping, typical of the 19th-century would enhance existing historic buildings and bridges, and provide a distinctive thematic image for the area, encouraging distinguished new private construction.

- Access and Recreation -- to be focused in waterfront areas located at the ends of active "routes to the sea". The City is now completing designs for the redevelopment of Long Wharf at the end of liminary profiles fixed by flow requirements indicate that the top of the pipe enclosure will be located at/or just below the mean low water line. This means that portions of the enclosure may need to be visable at low tide. A key proposal of this study is that a public promenade be incorporated into the design of the waste-water pipe along its entire water edge route. The walking surface -- to be constructed at a level above high tide, would obscure the pipe and provide excellent public access at a level lower than the surrounding streets. This concept of integrating utilities with access at the water's edge is a typical feature of many European cities. The walkway would be connected to the street by stairs and could include provision to plant trees. Along its length, the walkway could provide convenient access to public marina facilities proposed for development in the Channel. At its outer extremity, where the pipe turns inland -- now proposed in the vicinity of Rowe's and Foster's Wharfs, site of the South Battery -- the walkway would meet the public access spaces and boat terminal proposed for these sites. The walkway may also connect to a breakwater, protecting the Channel marina and extending access out into the harbor.

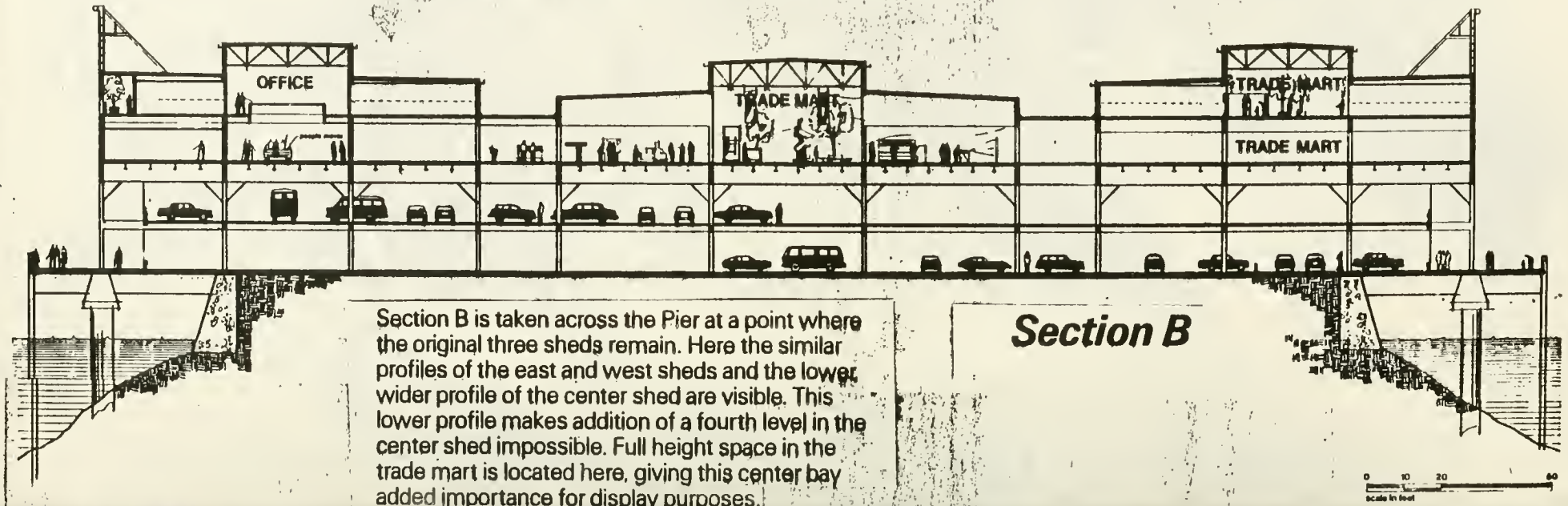
  Extension of access from Museum Wharf along the Southern edge of the Channel could be provided as a required part of the private development of adjacent parcels as described below. A final opportunity for access at the Northern Avenue Bridge, was previously proposed by the Boston Educational Marine Exchange. This proposal calls for fixing the historic span in a permanently open position, when the new bridge is completed. The span would be accessible from the northern edge of the Channel and provide space for a restaurant, public viewing, and marina access.


CURRENT PLANS
SUSQUEHANNA ST.
PENNSYLVANIA ST.
PITTSBURGH ST.



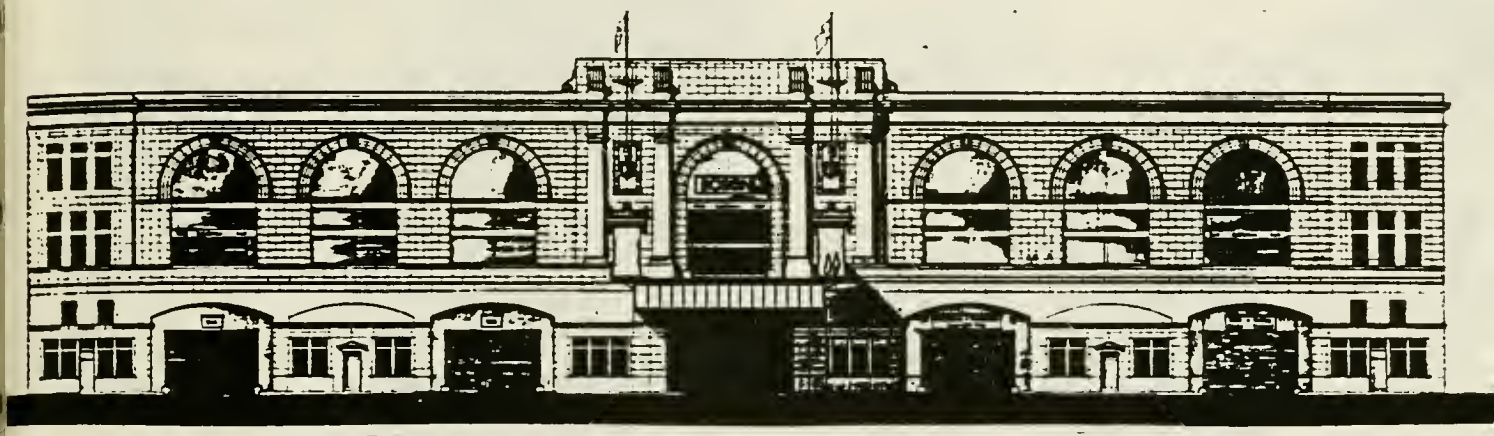
Section A

Section A is taken across the Pier at a location within the landscaped courtyard. In the distance is the office tower, with the west shed on the left and the east shed on the right. A new elevator connects the four levels of the west shed – parking, terminal and office space, and hotel. The central feature of the hotel is a two-story atrium, containing the lobby and guest room circulation.

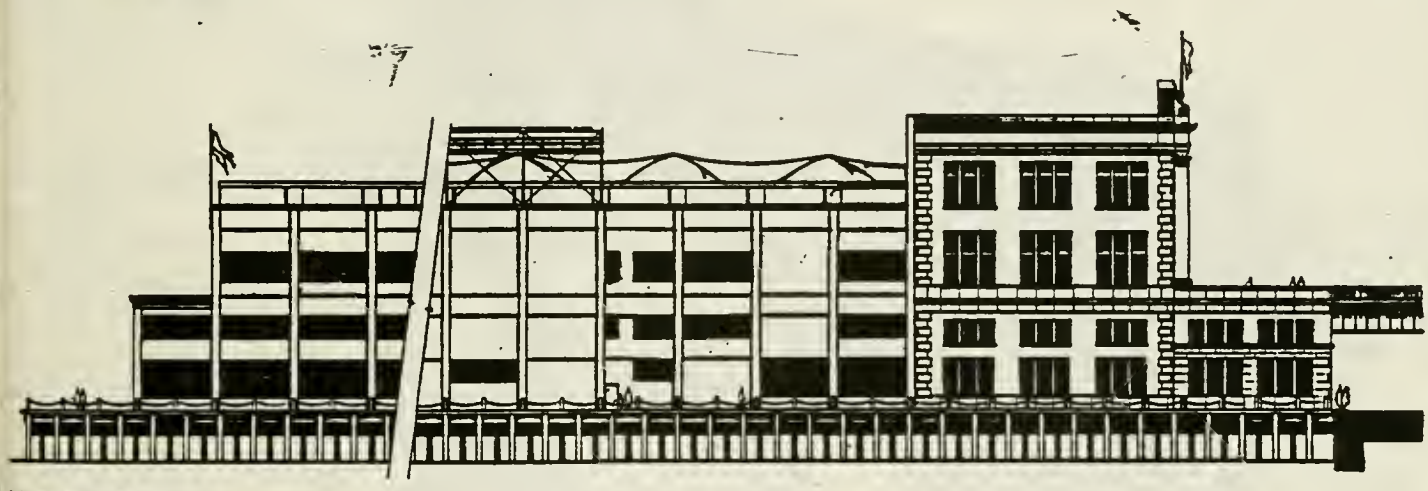


Section B

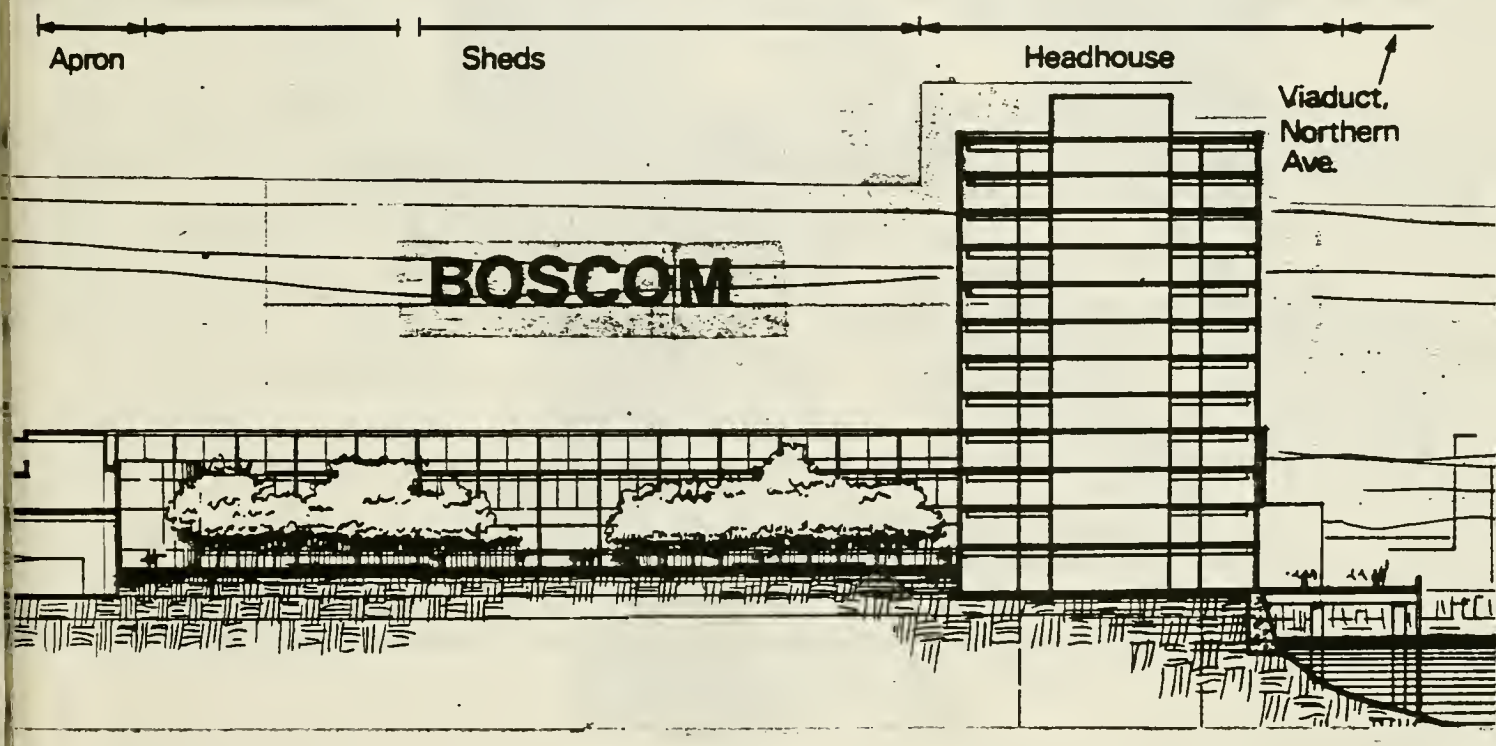
Section B is taken across the Pier at a point where the original three sheds remain. Here the similar profiles of the east and west sheds and the lower, wider profile of the center shed are visible. This lower profile makes addition of a fourth level in the center shed impossible. Full height space in the trade mart is located here, giving this center bay added importance for display purposes.

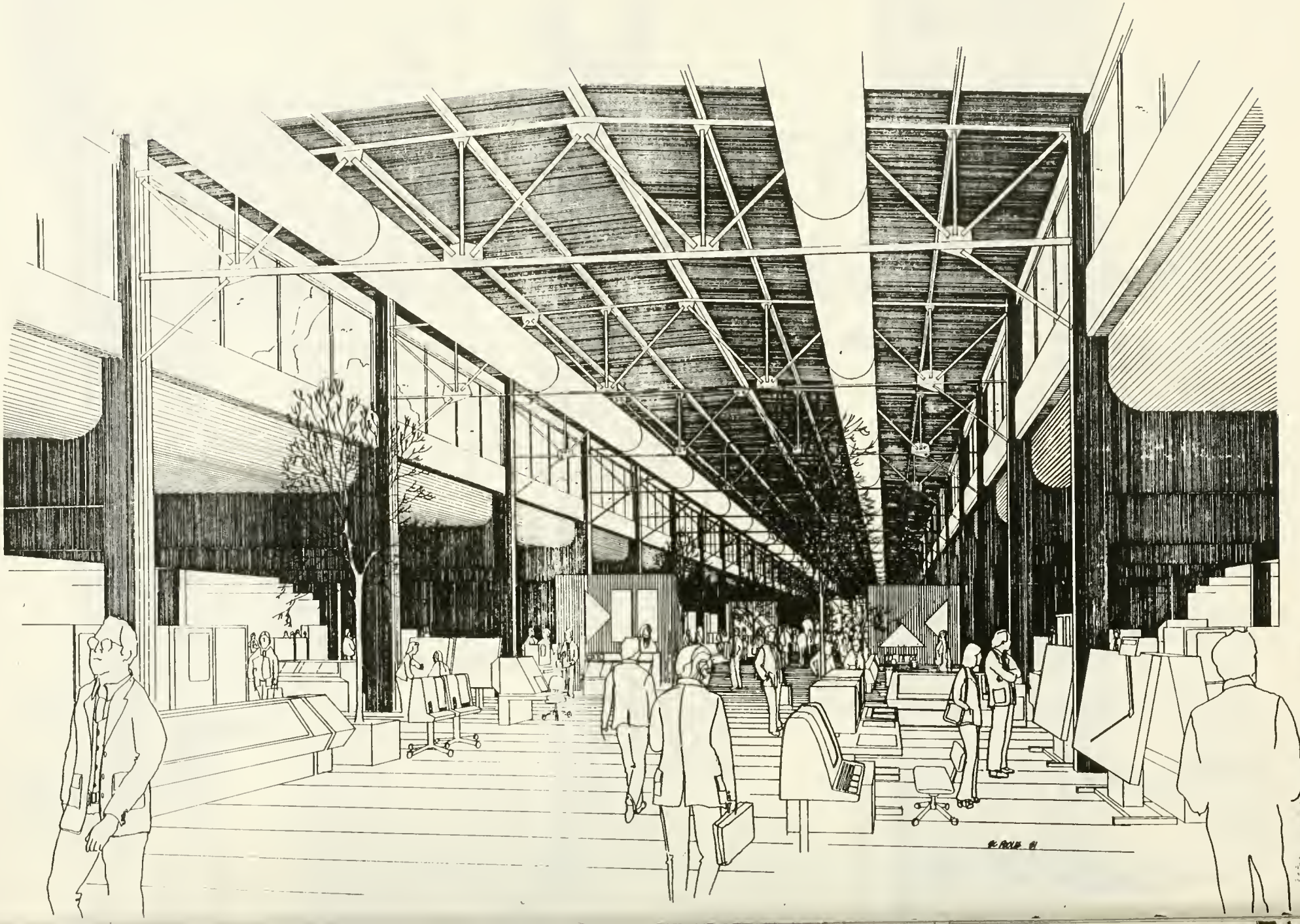


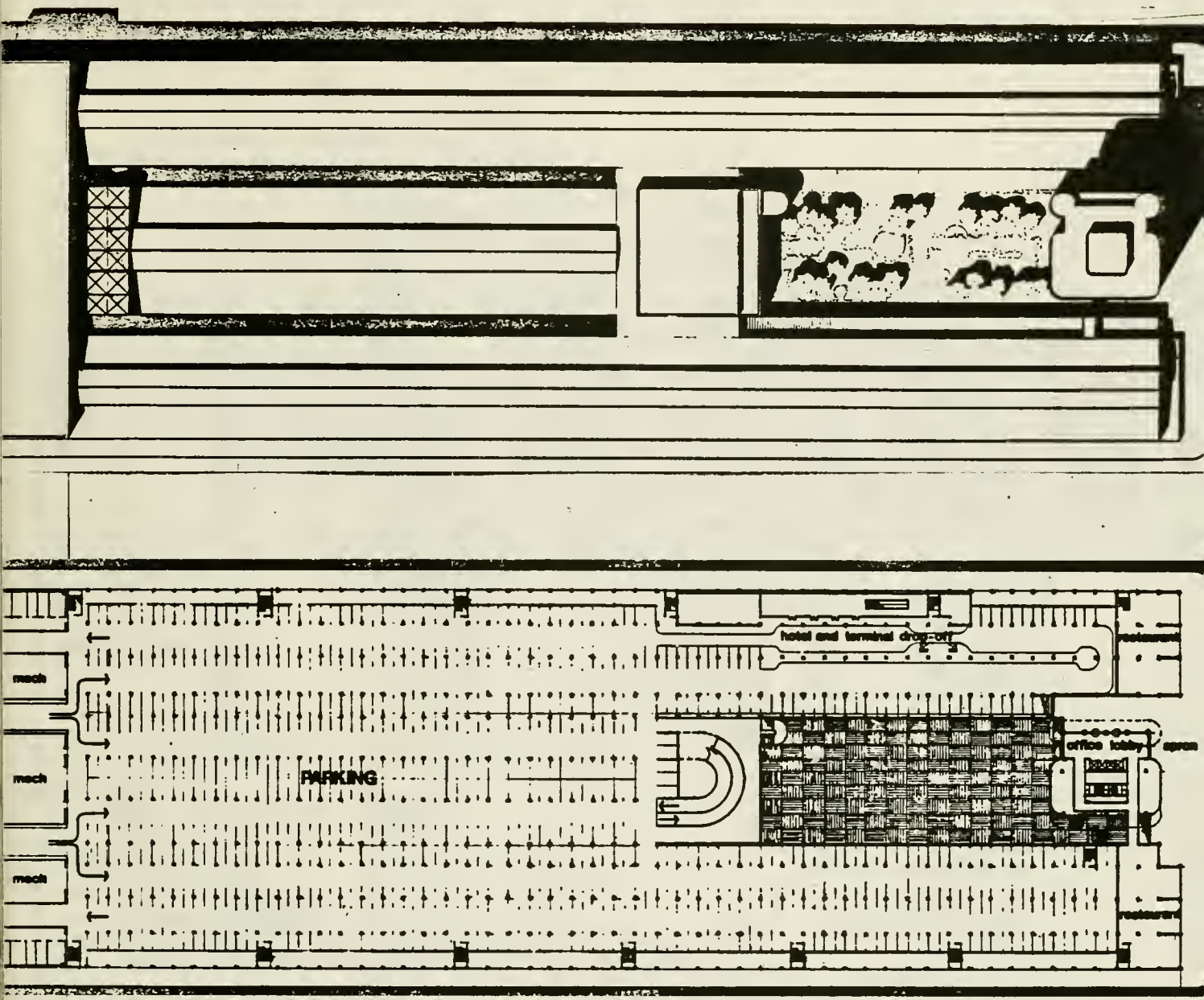
Front Elevation



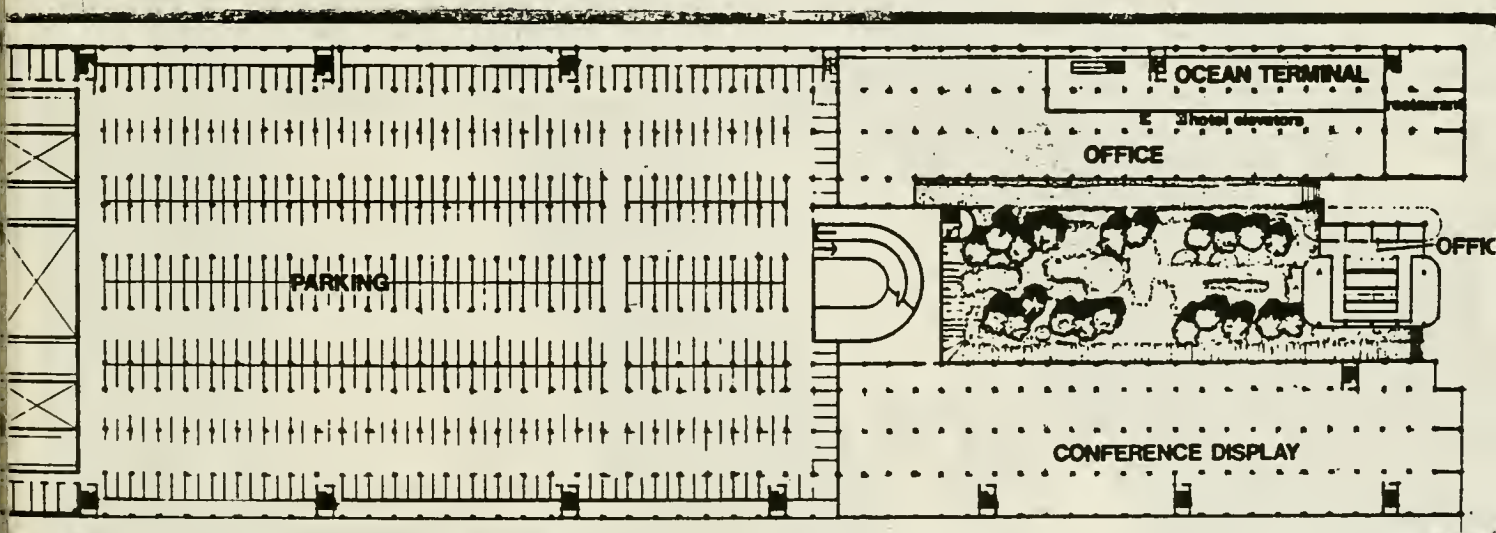
West Elevation



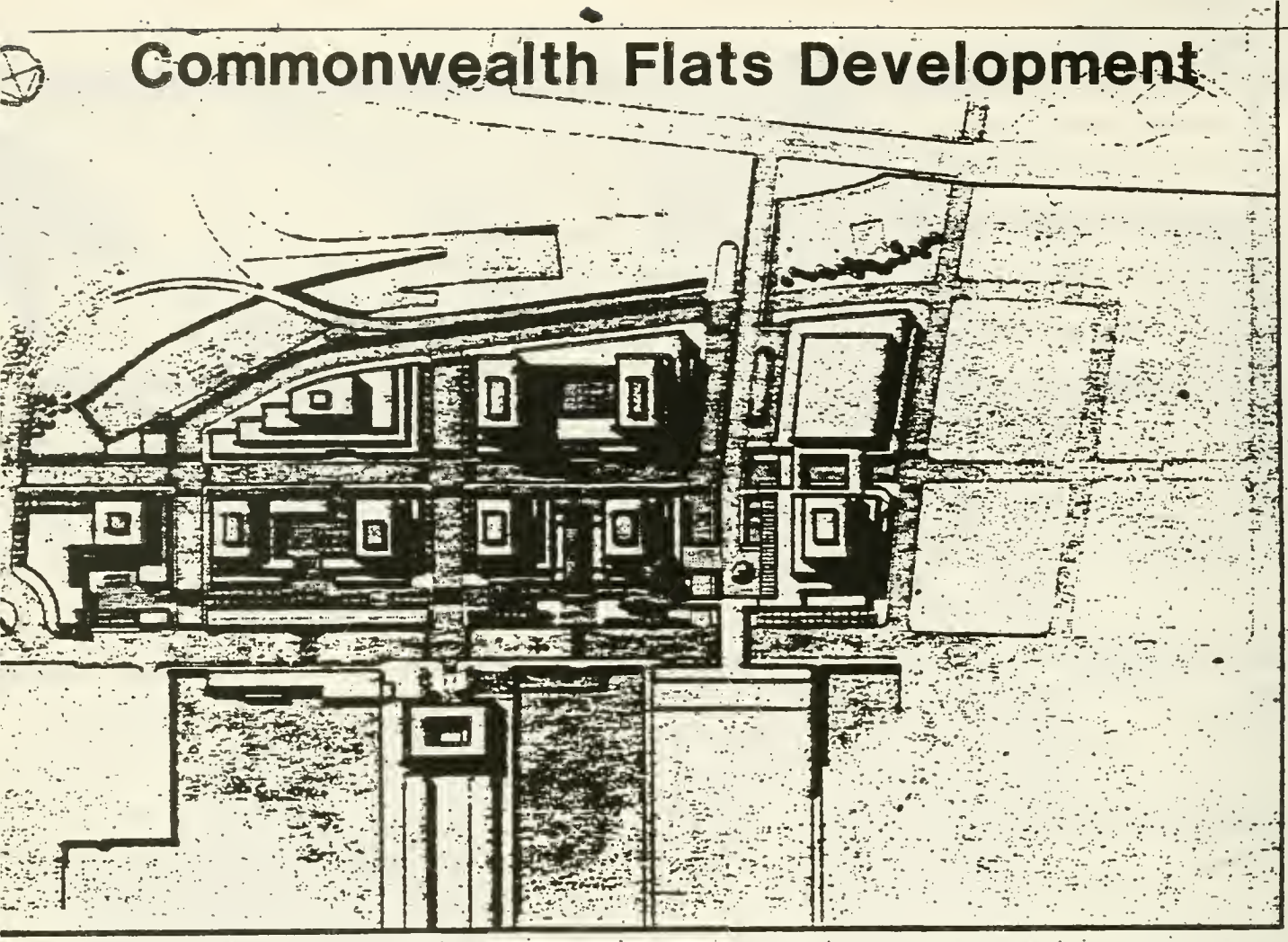


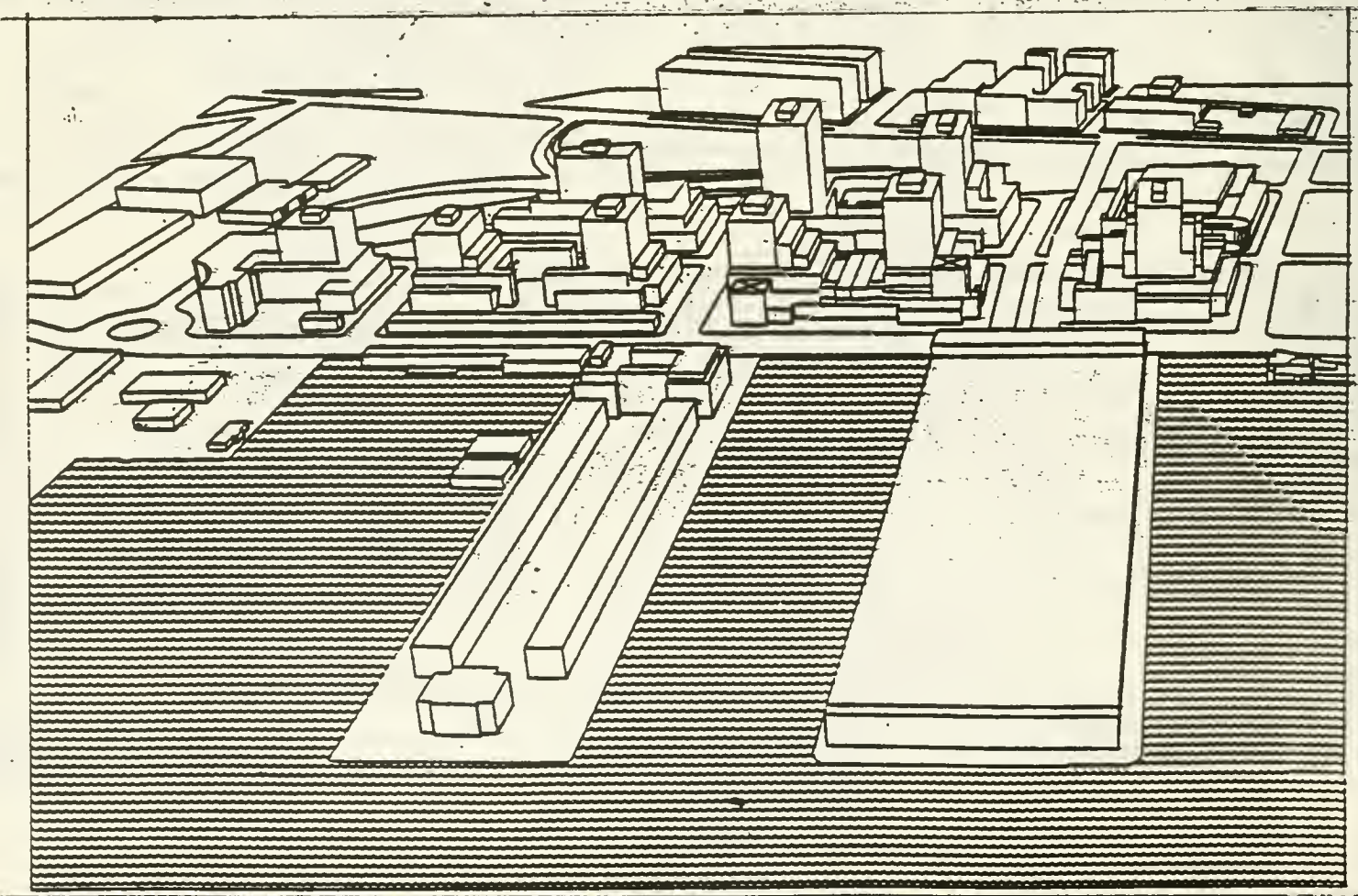


hotel and terminal drop-off
mech
mech
mech
PARKING
office lobby
open
restaurant

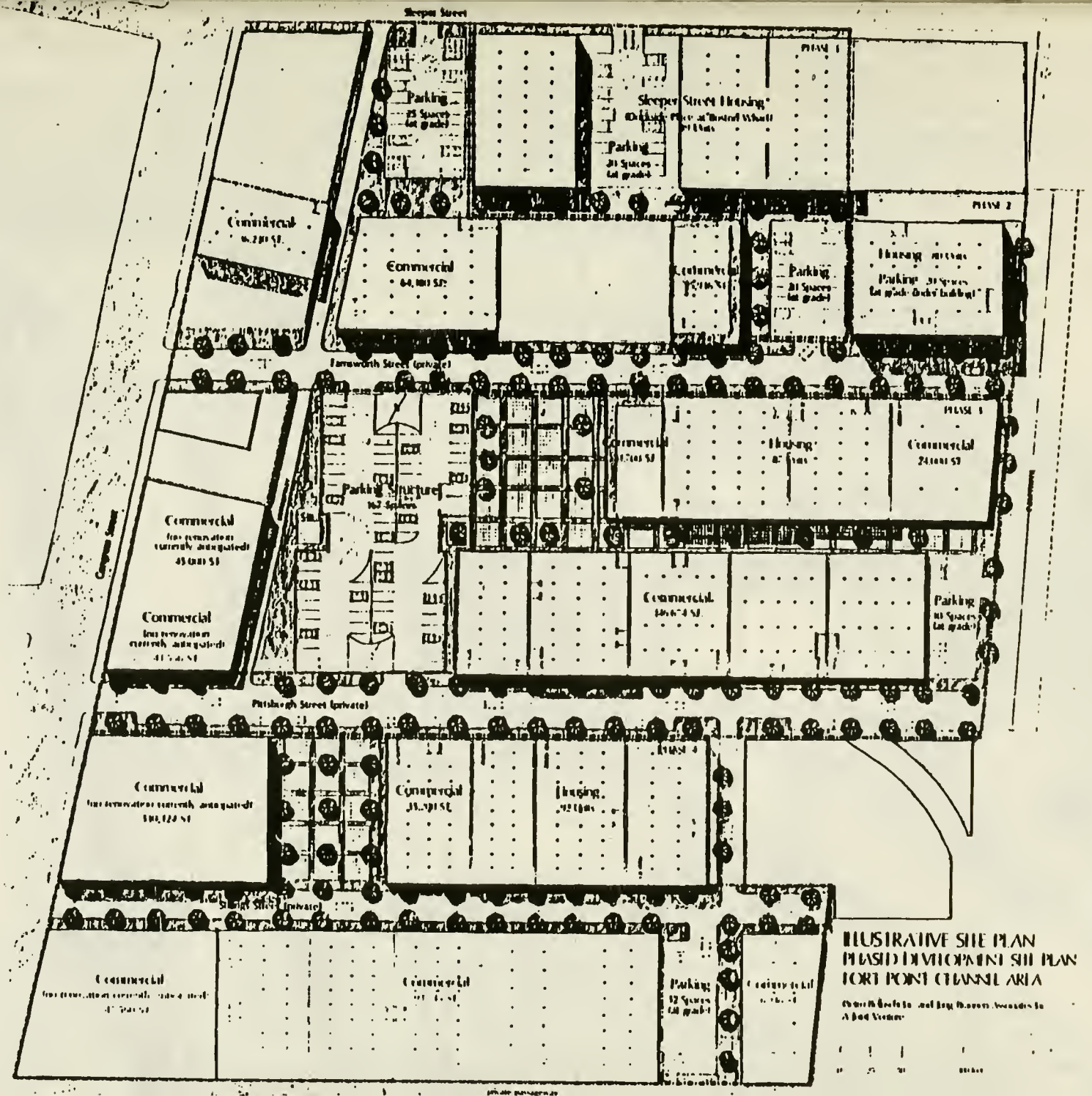

OCEAN TERMINAL
3 hotel elevators
OFFICE
restaurant
PARKING
OFFIC
CONFERENCE DISPLAY

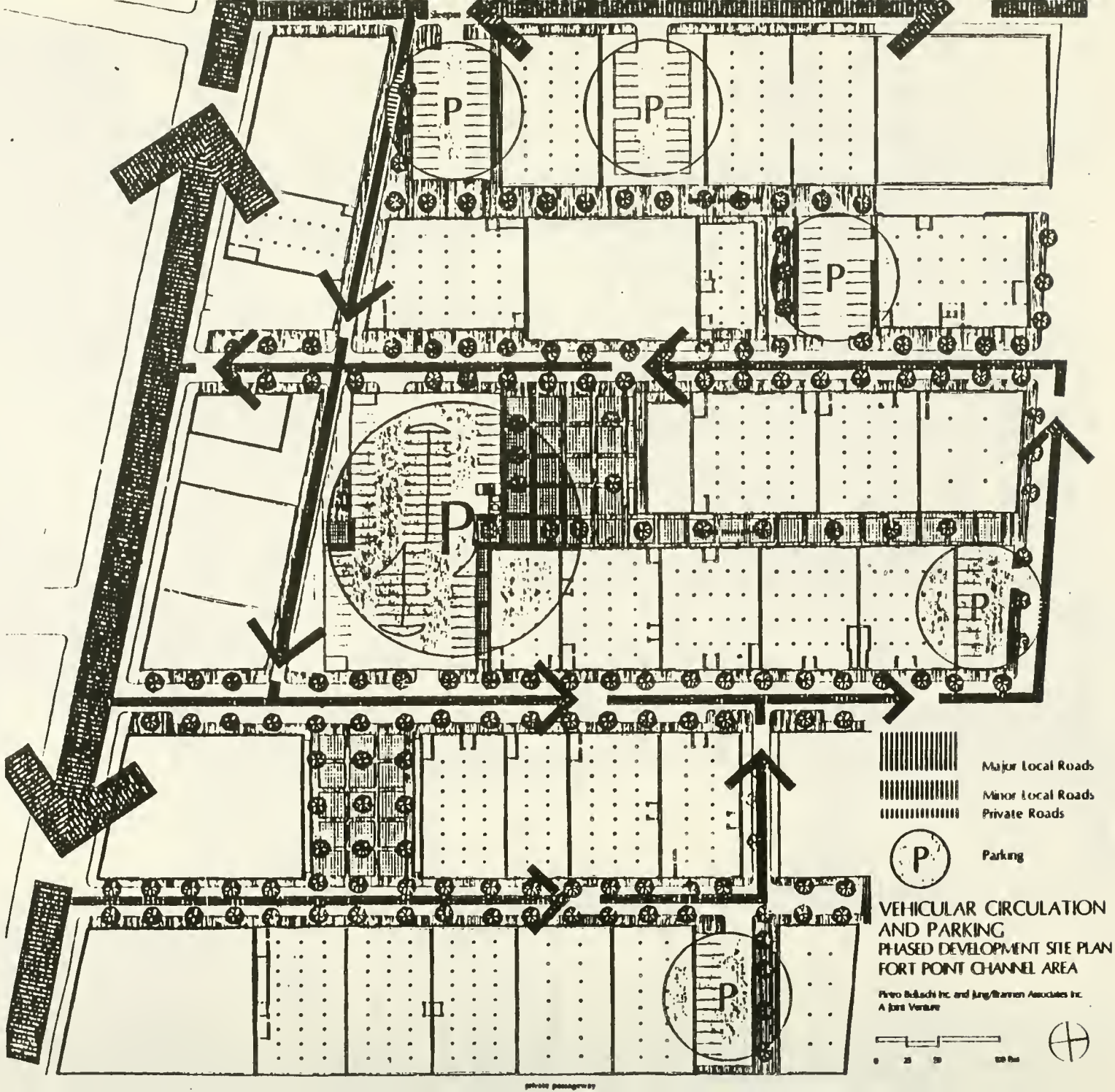
Commonwealth Flats Development

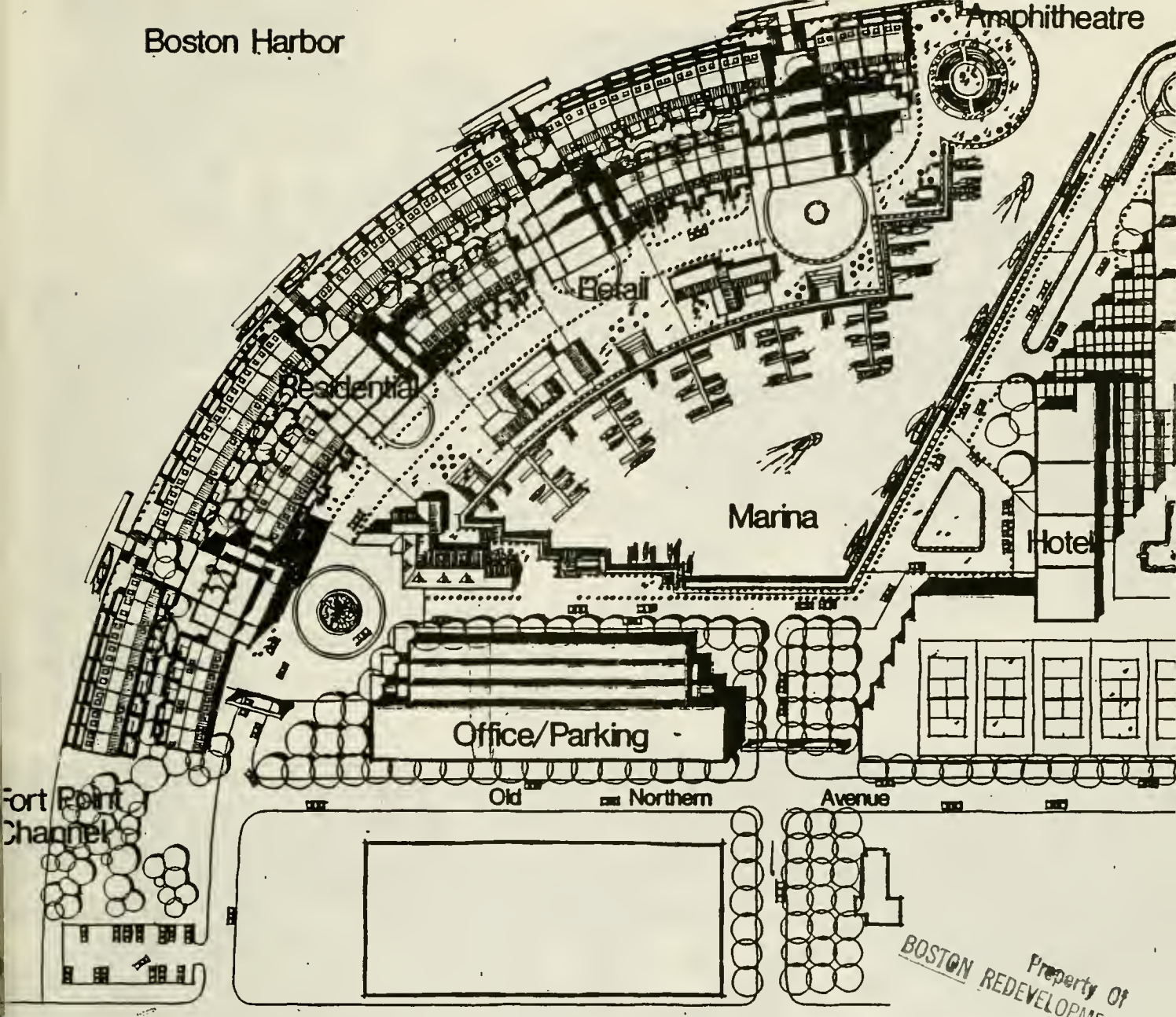




ROSE ASSOCS.


Sleeper Street
Parking
Sleeper Street Housing
Commercial
Parking
Farnsworth Street (private)
Commercial
Parking Structure
Commercial
Housing
Commercial
Commercial
Commercial
Pittsburgh Street (private)
Commercial
Commercial
Housing
Sleeper Street (private)
Commercial
Commercial
Parking
ILLUSTRATIVE SITE PLAN
PHASED DEVELOPMENT SITE PLAN
FORT POINT CHANNEL AREA


P
P
P
P
P
P
Major Local Roads
Minor Local Roads
Private Roads
P
Parking
VEHICULAR CIRCULATION
AND PARKING
PHASED DEVELOPMENT SITE PLAN
FORT POINT CHANNEL AREA
Pietro Belluschi Inc. and Jung/Brannen Associates Inc.
A Joint Venture

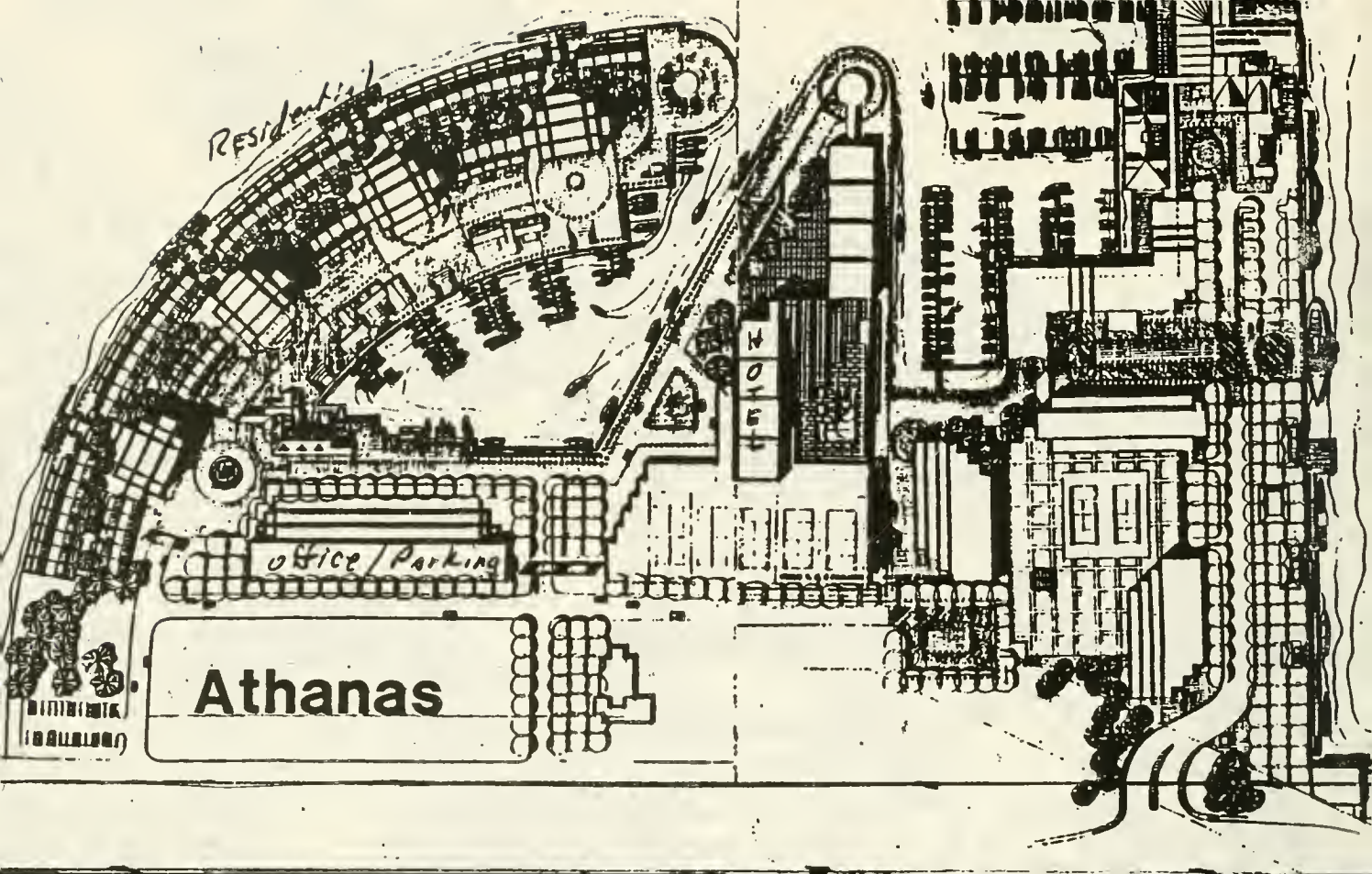


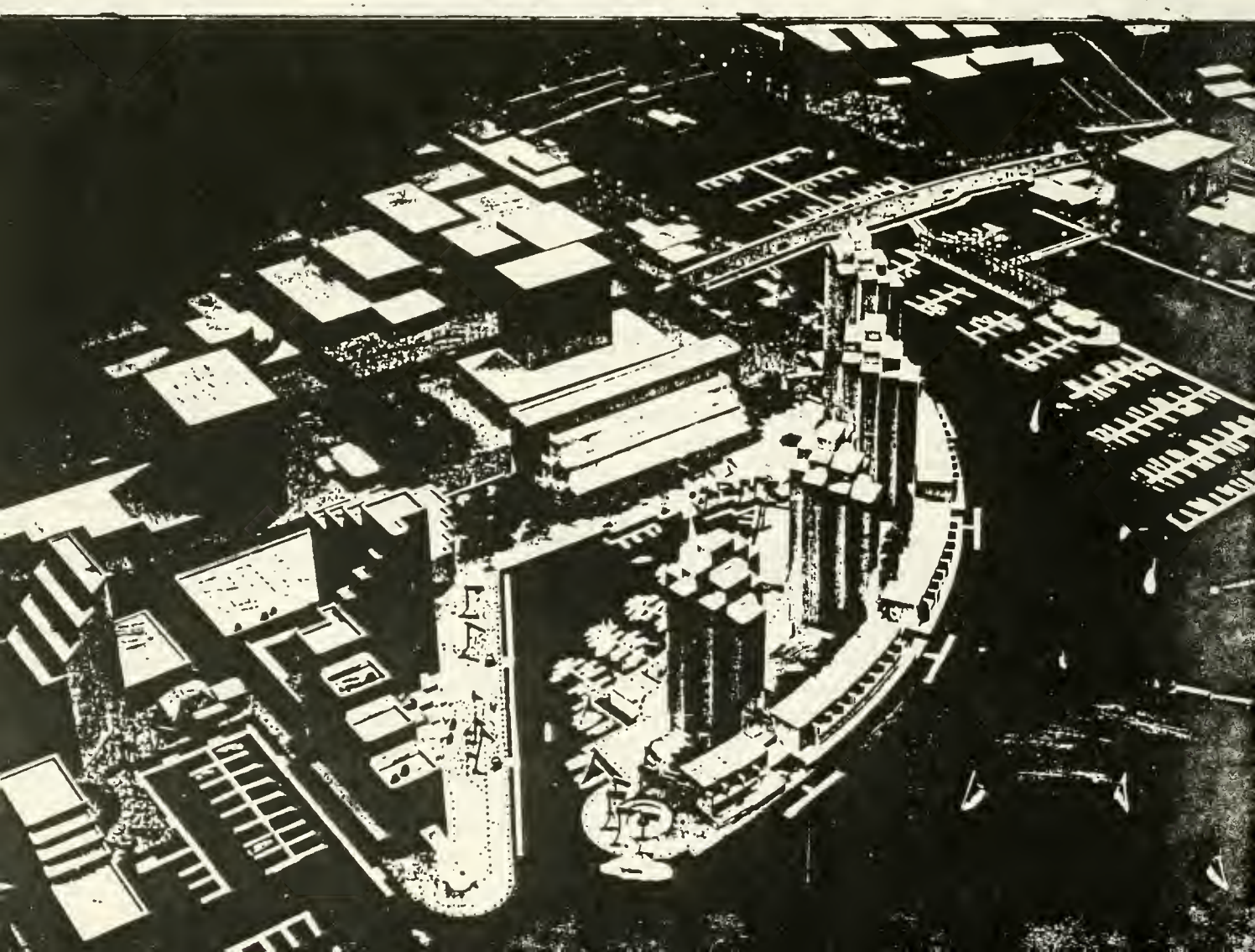
BOSTON REDEVELOPMENT AUTH
Property Of
Library

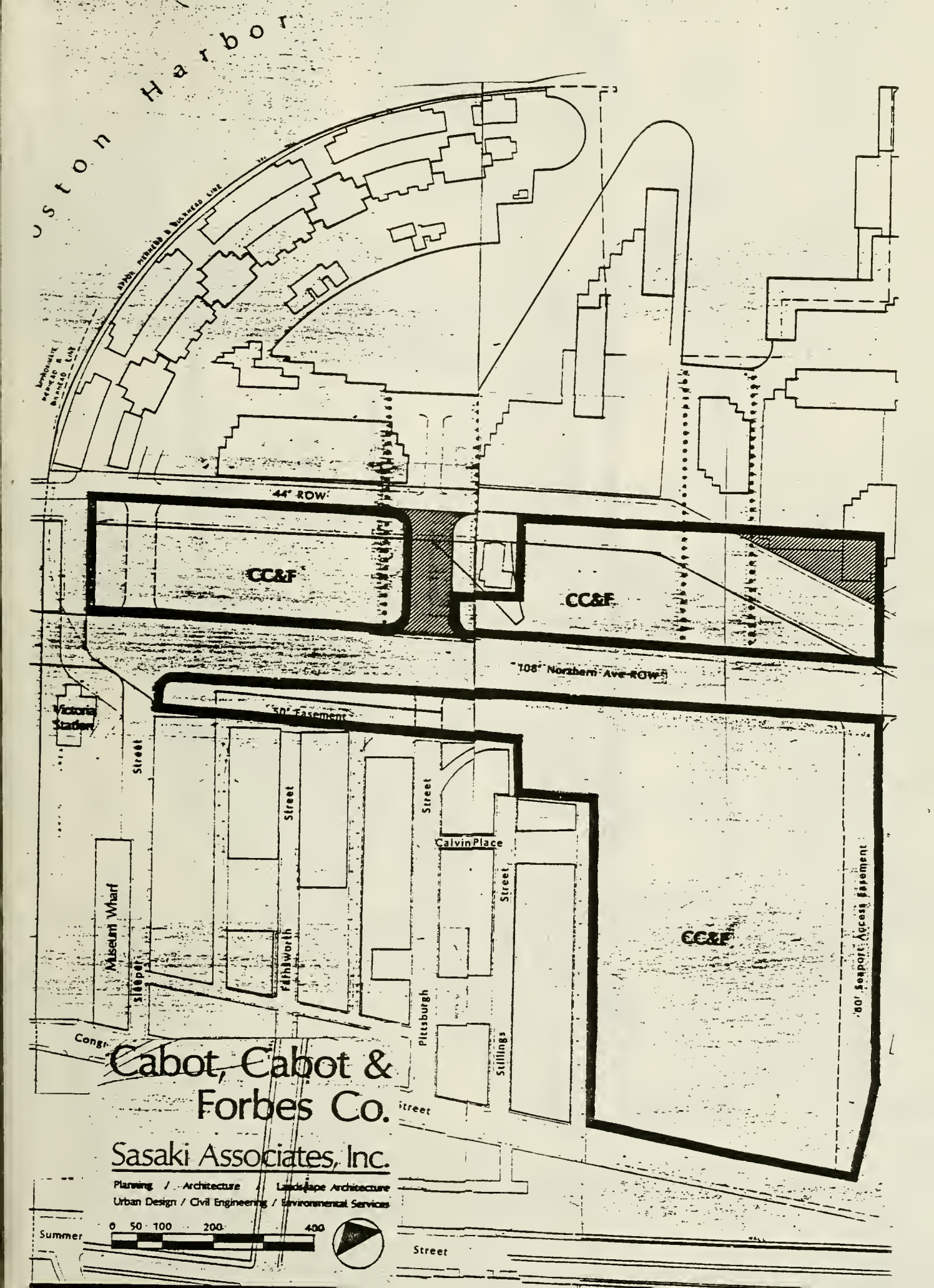
Piers 1.2.3. Boston

The Piers 1, 2, 3 development is proposed to be a major mixed-use project on 18.5± acres along the waterfront in Boston, Massachusetts. The site lies at the mouth of Fort Point Channel and is bounded by Northern Avenue to the south and by Pier 4 to the east. The site was originally tidal flats and has been filled progressively since the turn of the century with the most recent filling between Piers 1 and 2 in October of 1969. The site is currently used for warehousing and at-grade parking. Two warehouse structures currently exist on the site; both will be demolished if the project goes forward.

Anticipated new uses for the site include luxury hotel space, convention/exhibition space, retail space, residential units, parking and marina. Included in the retail space will be specialty shops, boating supplies, restaurants, etc. The residential units will be designed in a variety of building types, including townhouse, mid-rise, and high-rise. Structured parking will be located within or adjacent to all major facilities and private parking spaces will be available to residents. Approximately fifty slips will be provided in the marina.


Residential
Office / Parking
Athanas

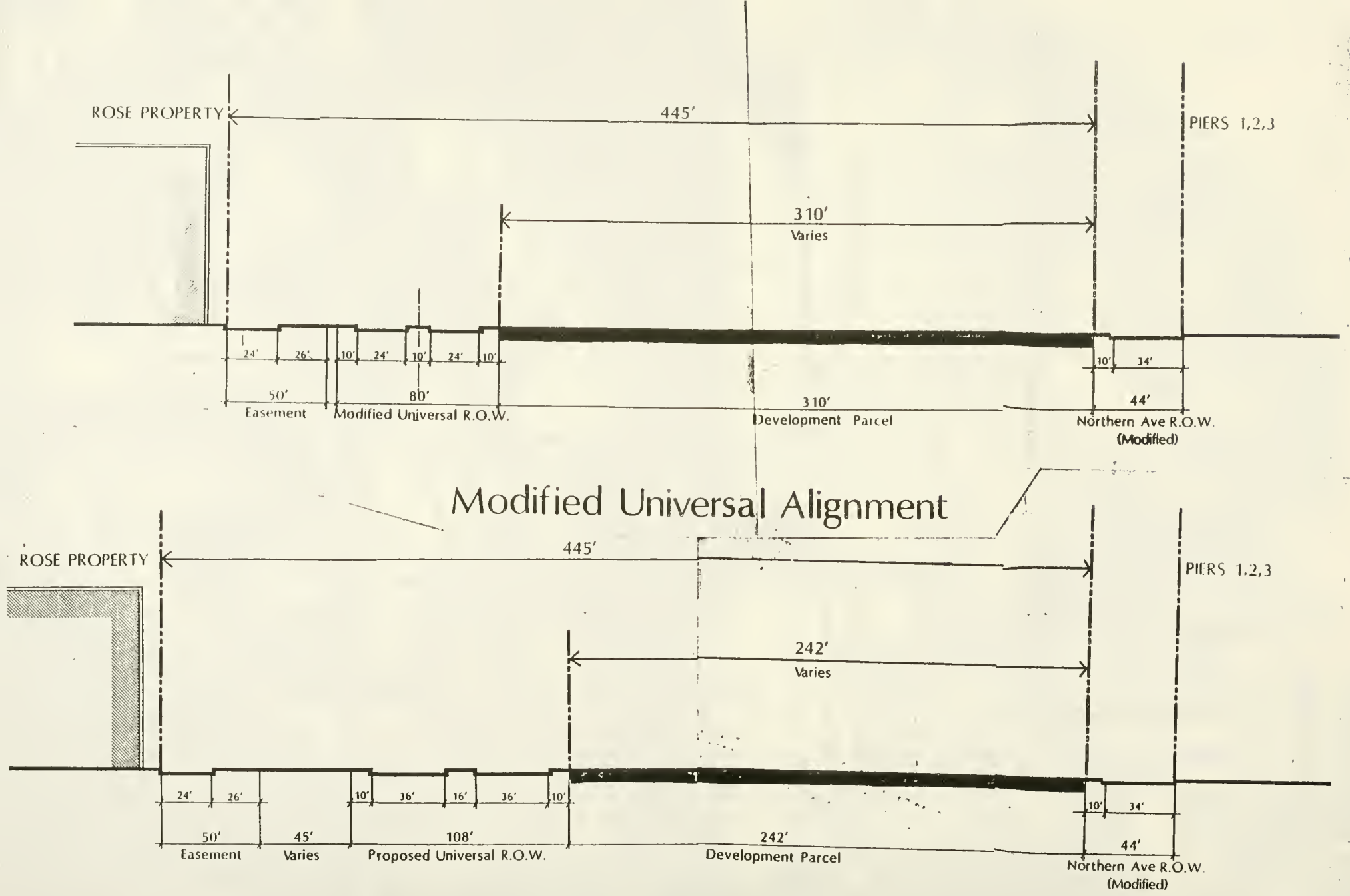




Cabot, Cabot & Forbes Co.

Sasaki Associates, Inc.

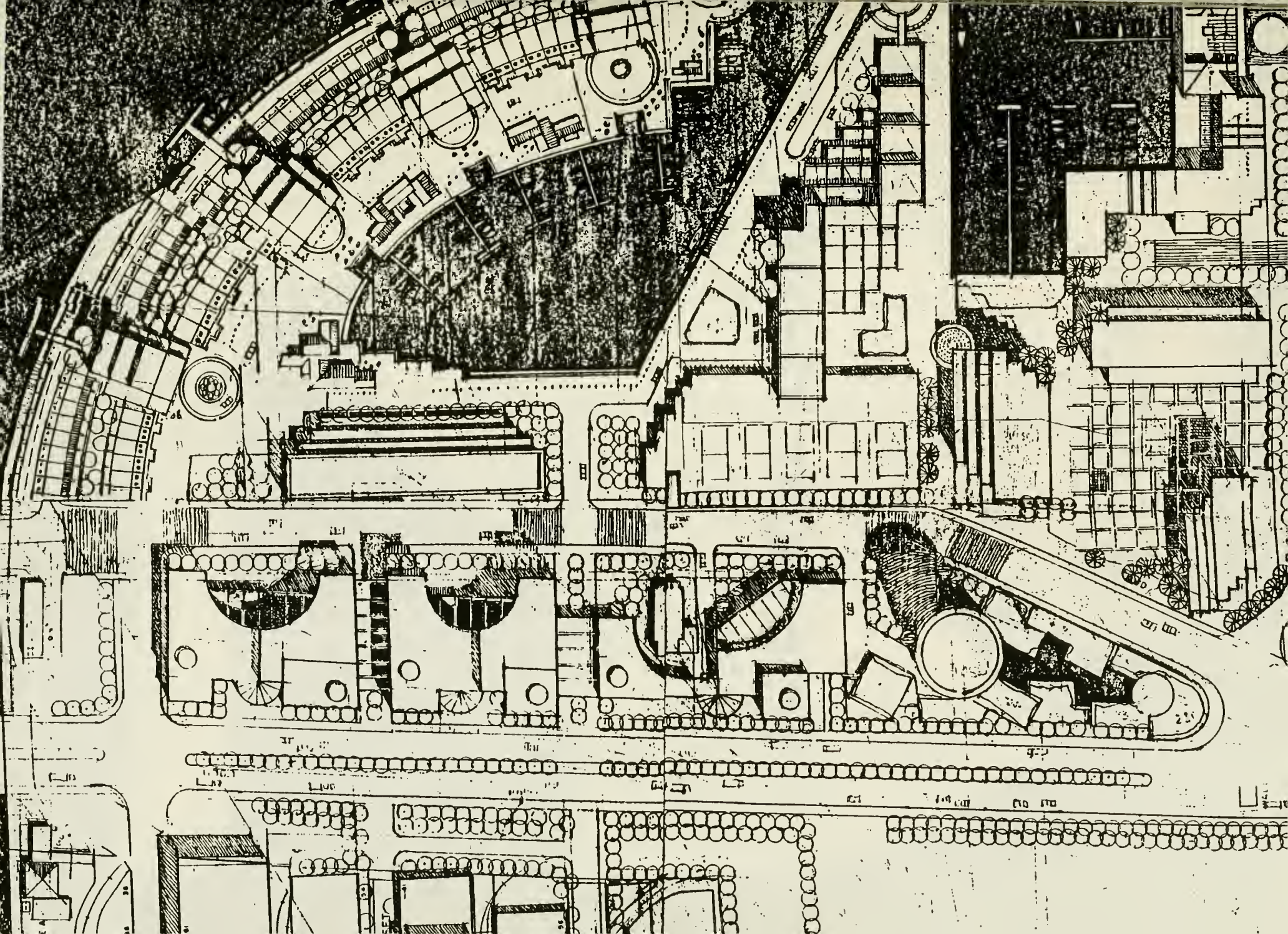
Planning / Architecture / Landscape Architecture
Urban Design / Civil Engineering / Environmental Services



Modified Universal Alignment

Proposed Universal Alignment

‹Modified Northern Avenue›



FUTURE PROPOSALS

SCHEMATIC THEMES

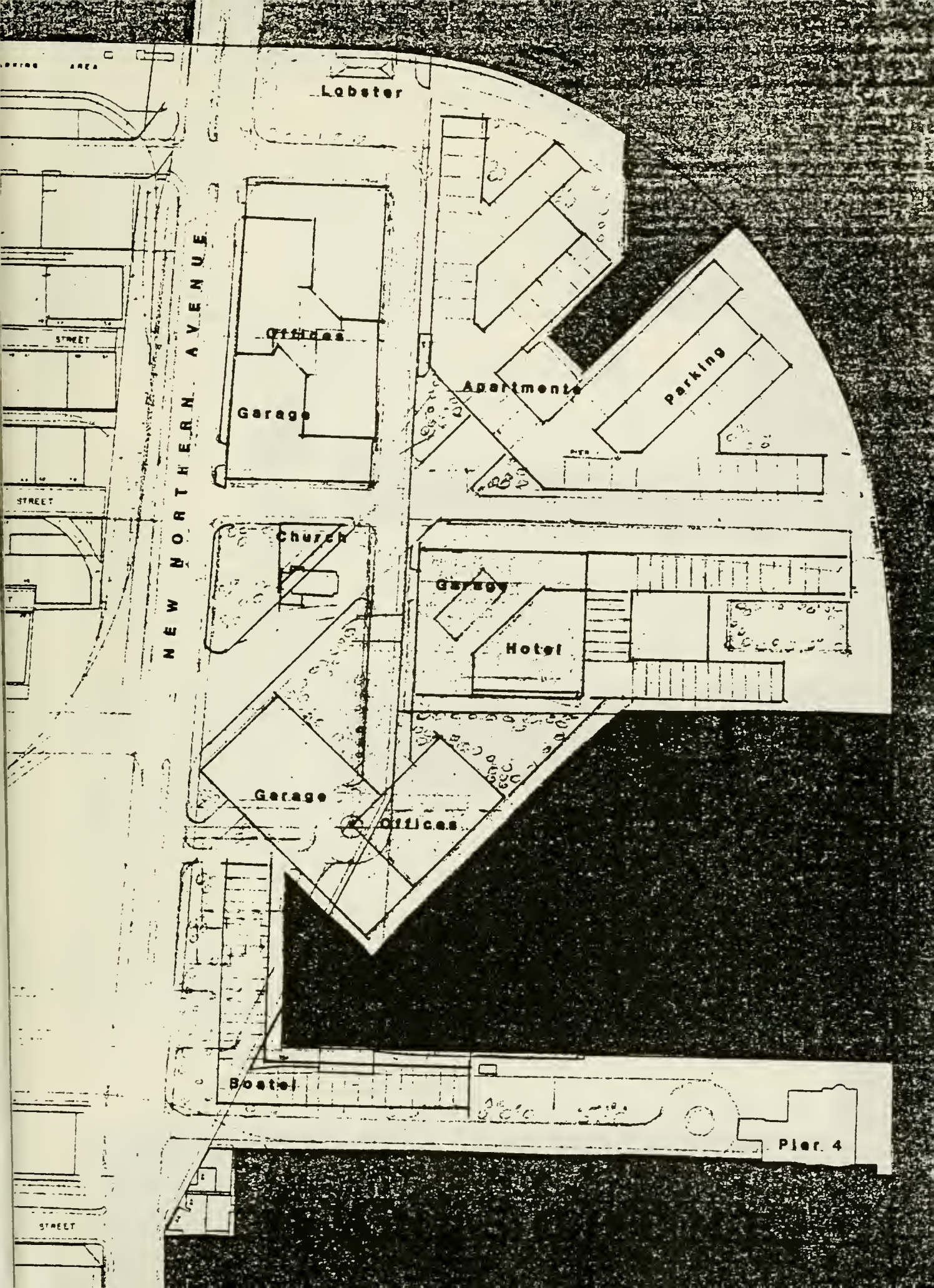
Fingers

Fan

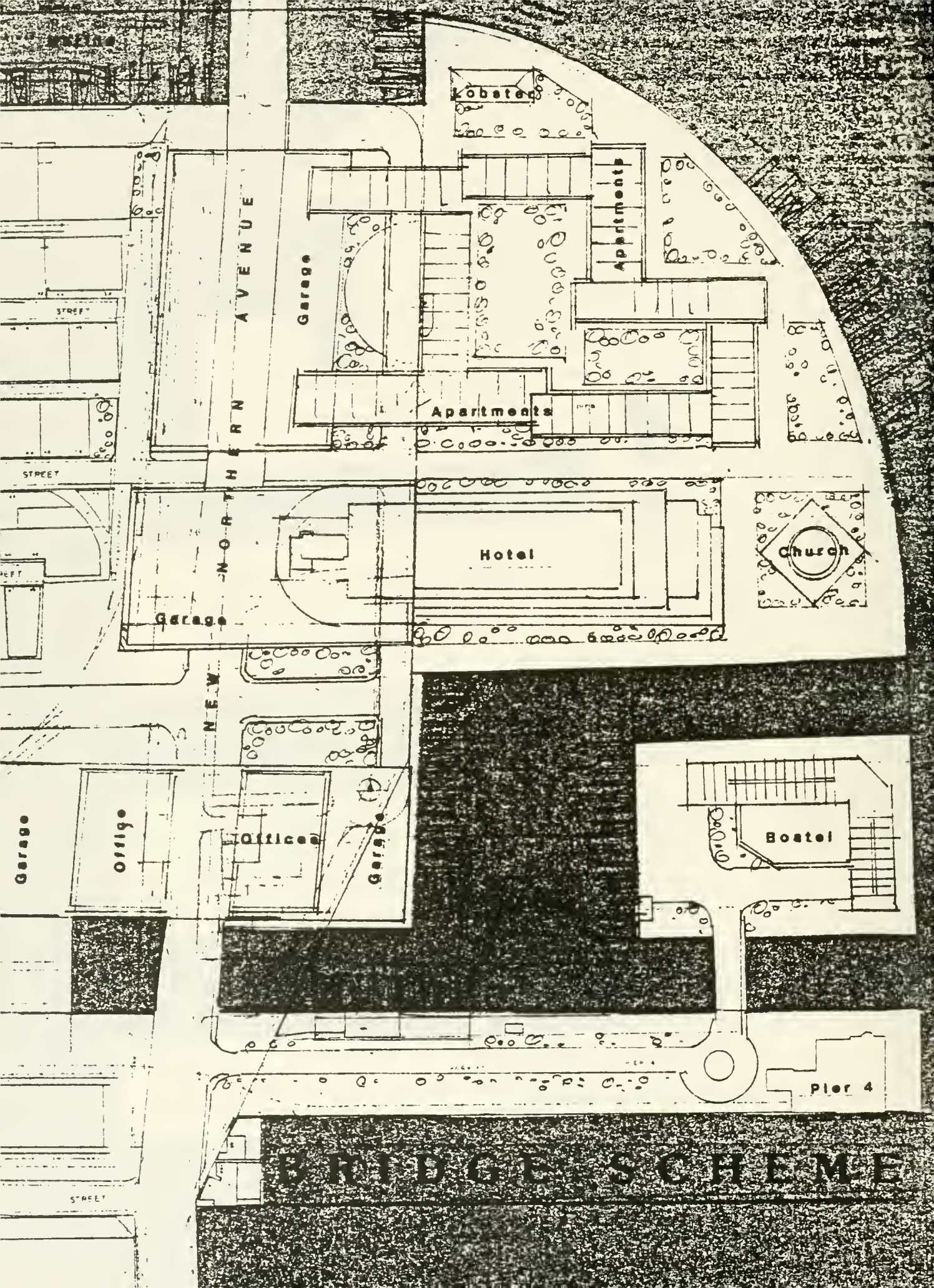
Lagoon

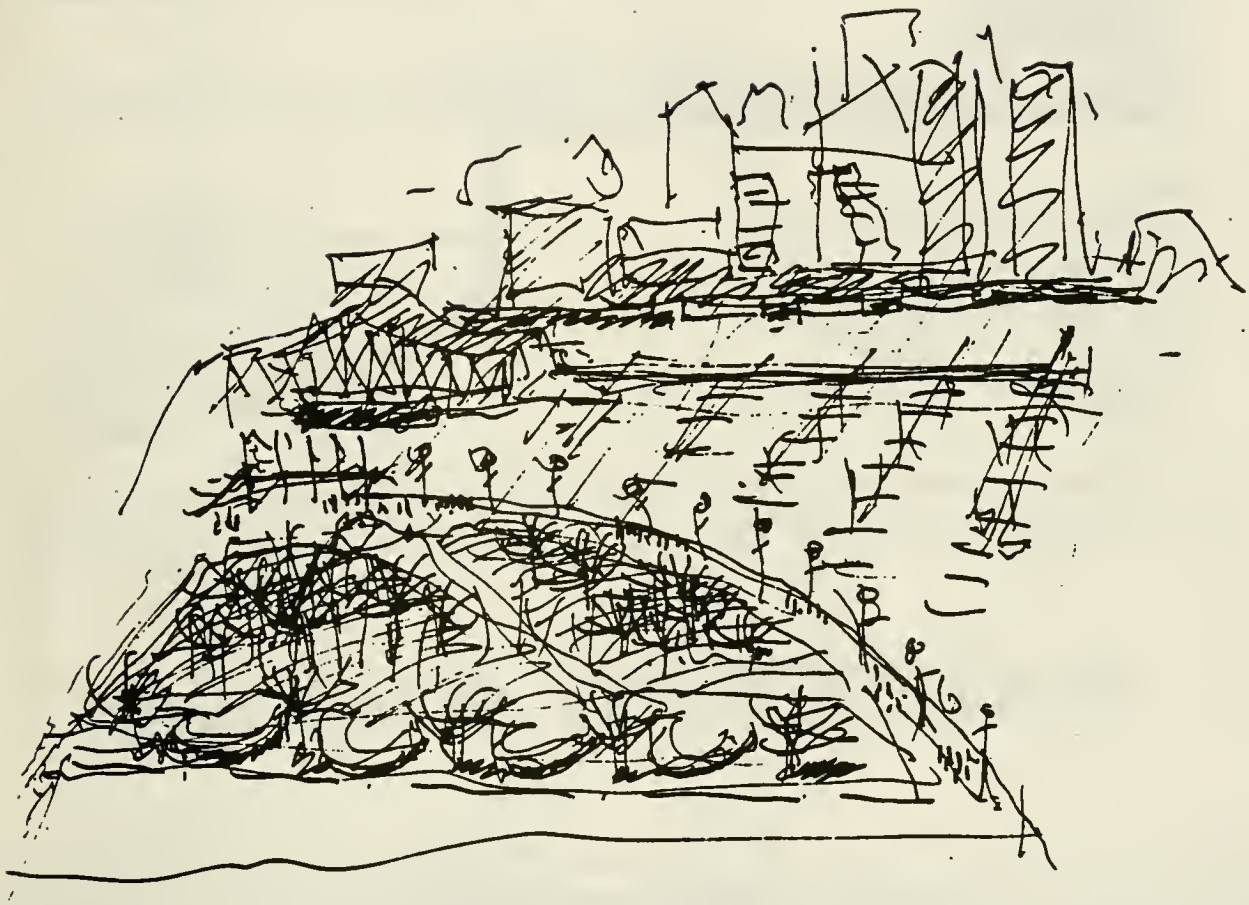
Bridge

Grid

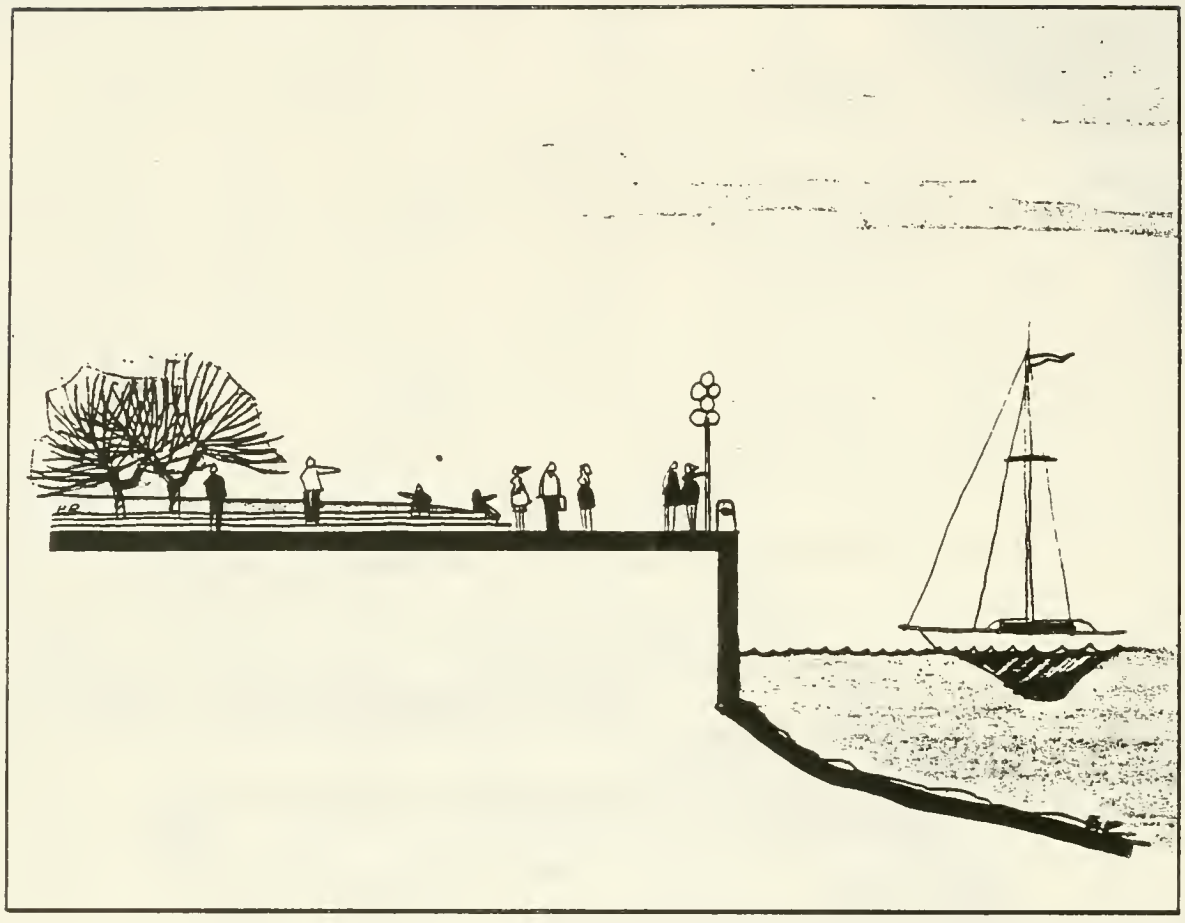

Lobster
NEW NORTHERN AVENUE
Offices
Garage
Apartments
Parking
Church
Garage
Hotel
Garage
Offices
Boatel
Pier 4
STREET
STREET
STREET

Lobster
Park
NORTHERN AVENUE
Apartments
Garage
Garage
Hotel
Church
Office
Office
Office
Garage
Hostel
Pier 4
NEW


Kobster
Apartments
NORTHERN AVENUE
Garage
Apartments
STREET
STREET
Hotel
Church
Garage
NEW
Garage
Office
Offices
Garage
Boatel
Pier 4
STREET
BRIDGE SCHEME

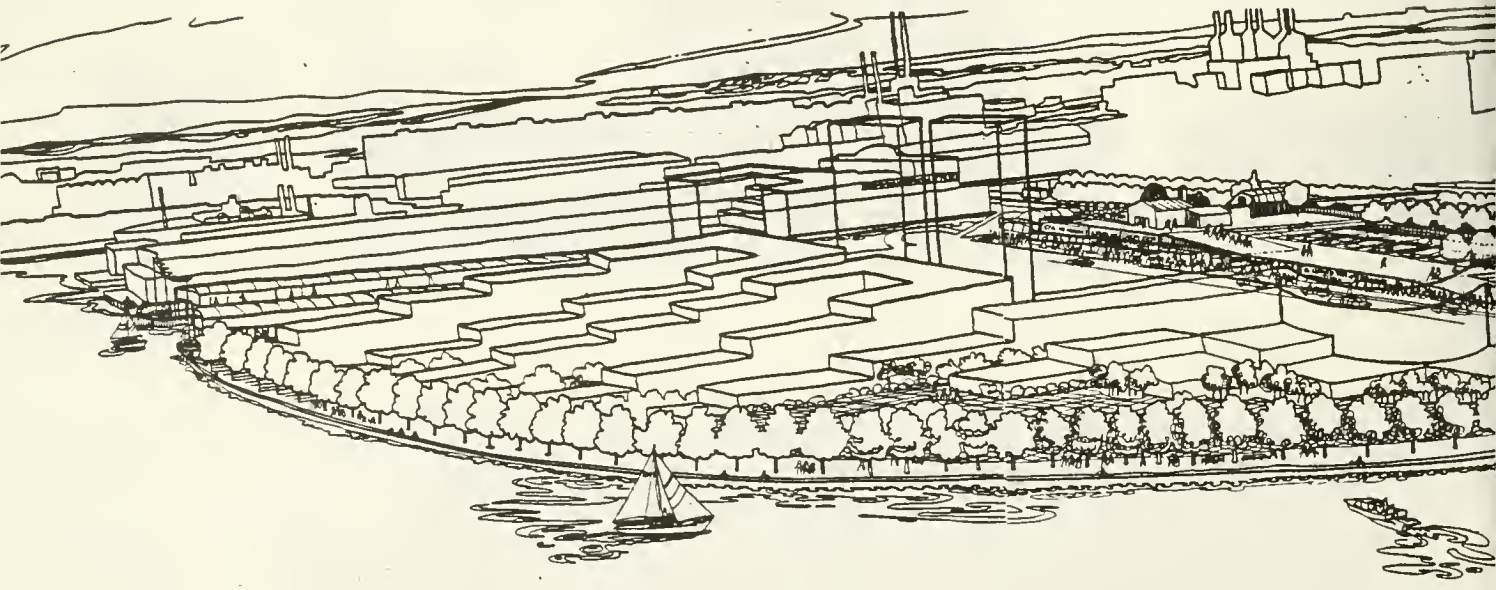


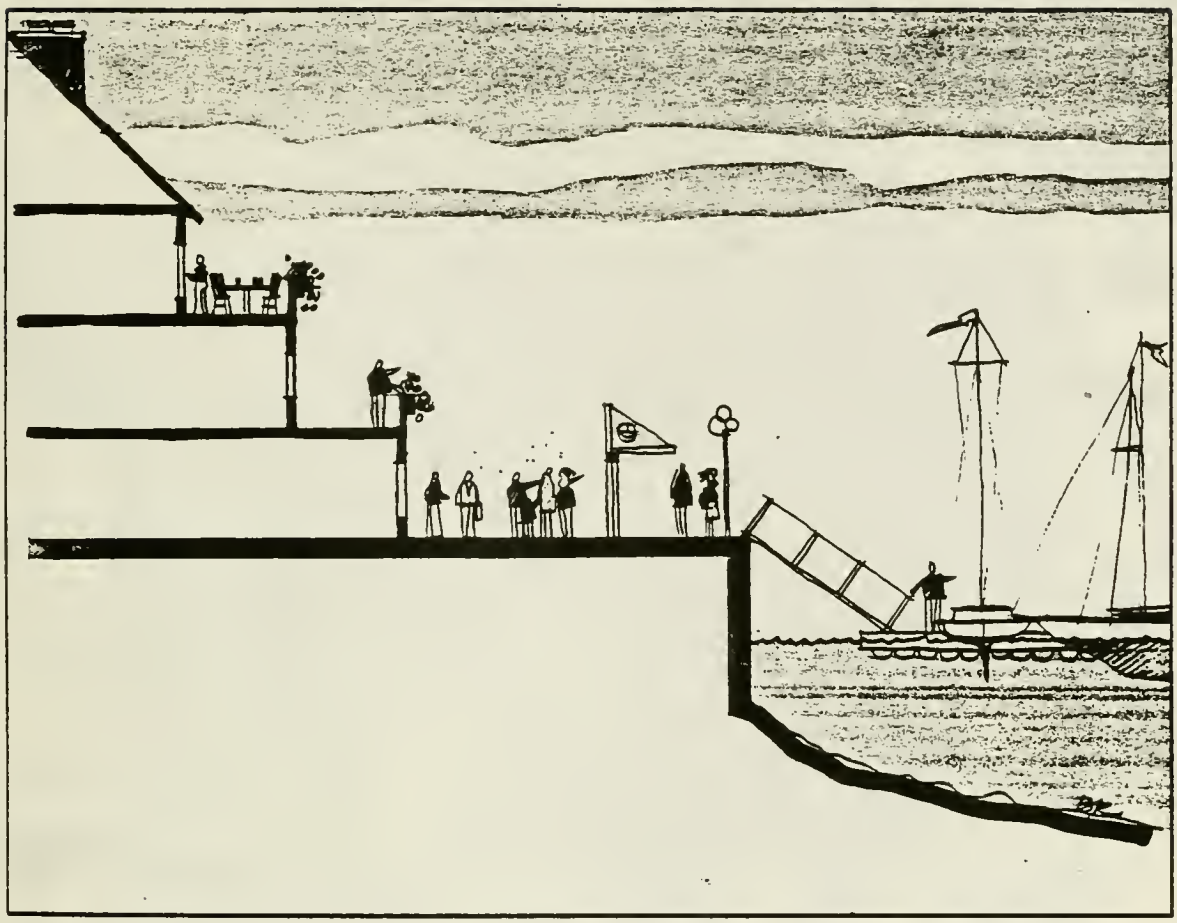
PUBLIC AMMENITIES



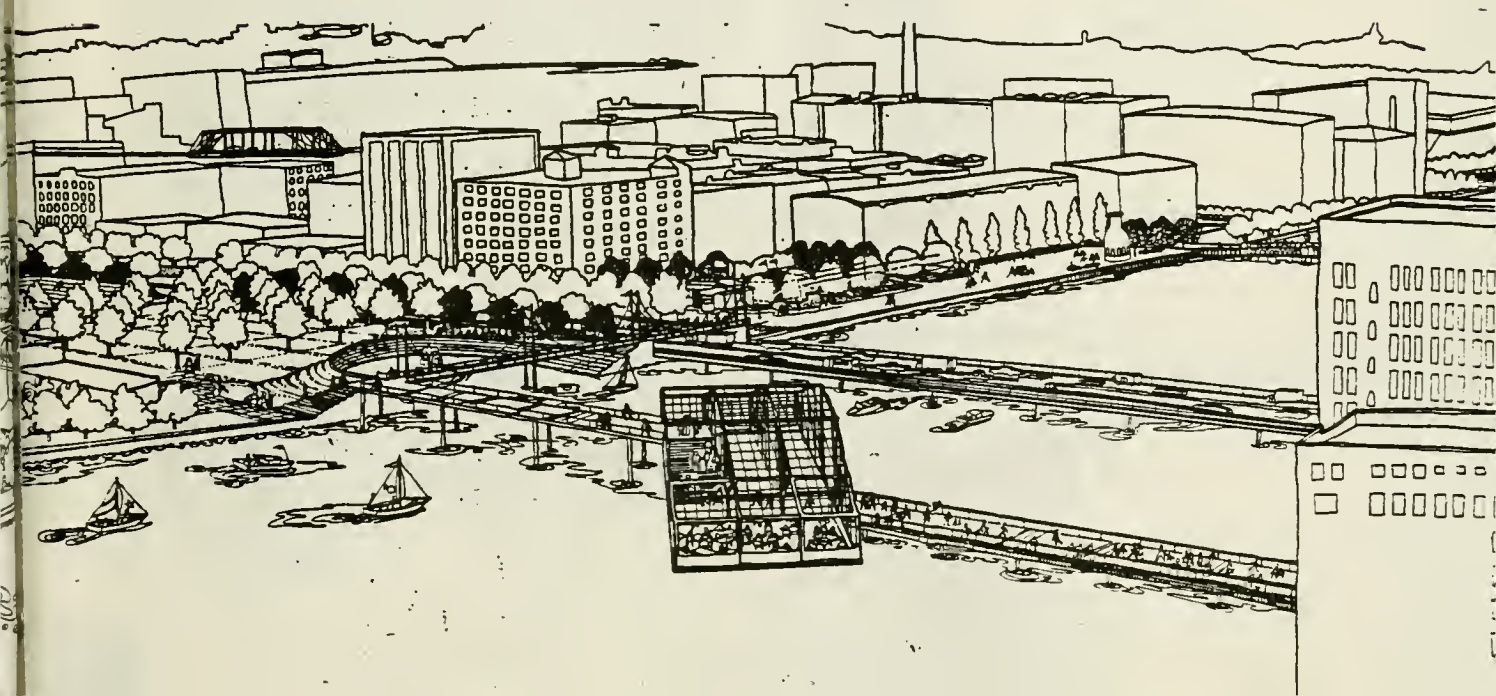
Locate the public way along the water's edge.

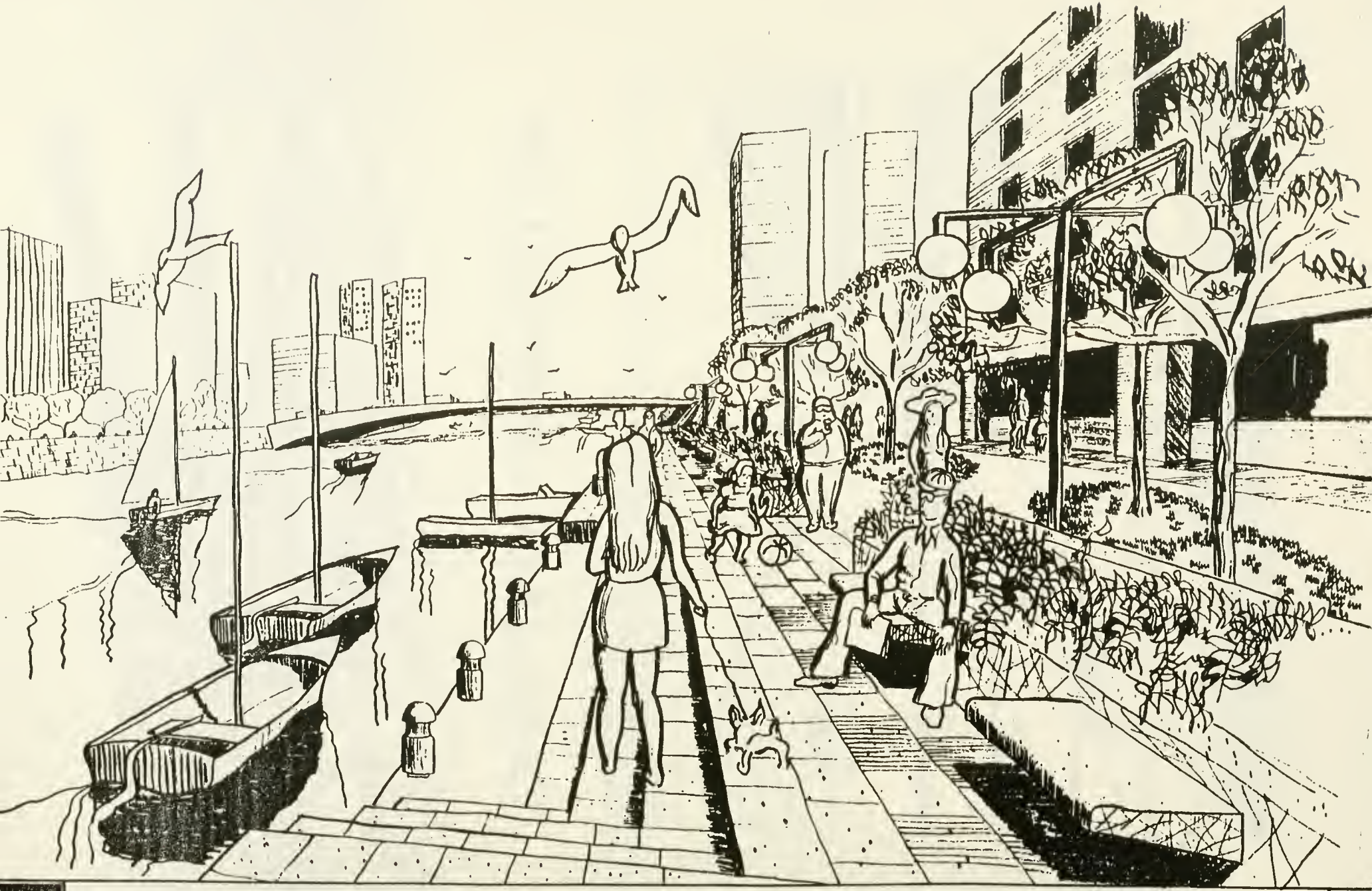
WATERFRONT WALKWAY





Separate the public way from the water's edge to provide security for an adjacent water-dependent use such as a private pleasure boat basin.





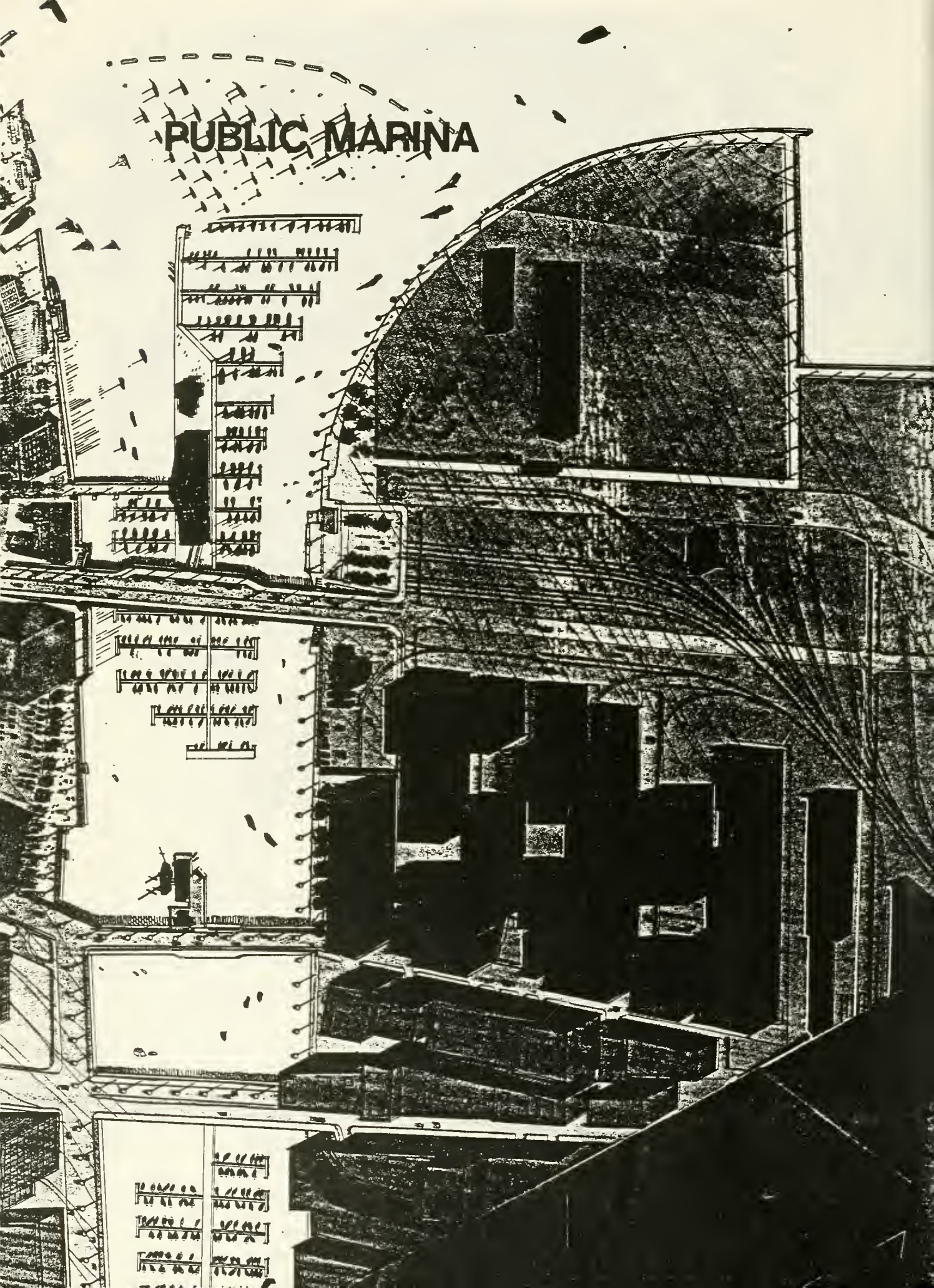
PROJECT AREA:
drawn by:
scale:
date:

BOSTON REDEVELOPMENT AUTHORITY

URBAN DESIGN DEPARTMENT

LOBSTER PARK

Property Of
BOSTON REDEVELOPMENT AU
Library


PUBLIC MARINA

MARINAS

There is a clear demand for more marina space on the Boston waterfront. Several obstacles deny the satisfaction of this need (see "Marina Development in Boston Harbor," Boston Harbor Management Project: First Year Interim Report, MIT Ocean Engineering Department, June 1980). If these can be overcome, the question of location of future marinas arises.

A marina of about 500 slips is to be built as part of the rehabilitation plans for Charlestown shipyard. Meanwhile Massport has indicated a strong interest in developing at least some of its East Boston piers into marina space.

In addition, schemes have been put forward (by the Boston Educational Marine Exchange and the Boston Redevelopment Authority) which would include slips and moorings at the mouth of the Fort Point Channel and along its northwestern bank, but two factors complicate this location.

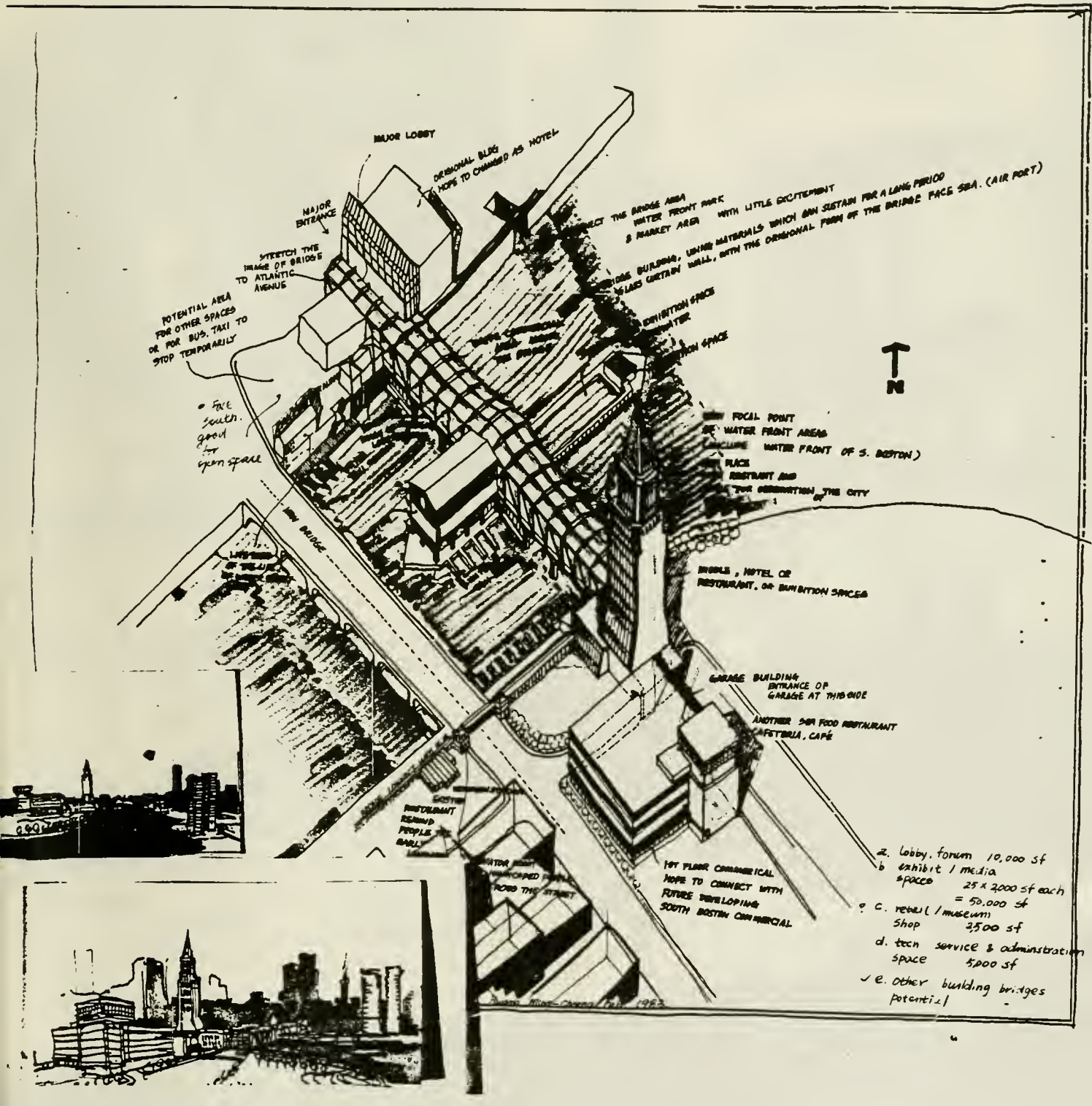
- The first is the need for protection of boats at the mouth of the channel against northwesterly storms. The Exchange has requested BRA co-sponsorship of a request to the Corps of Engineers for a breakwater feasibility study in which the Corps has expressed some interest.

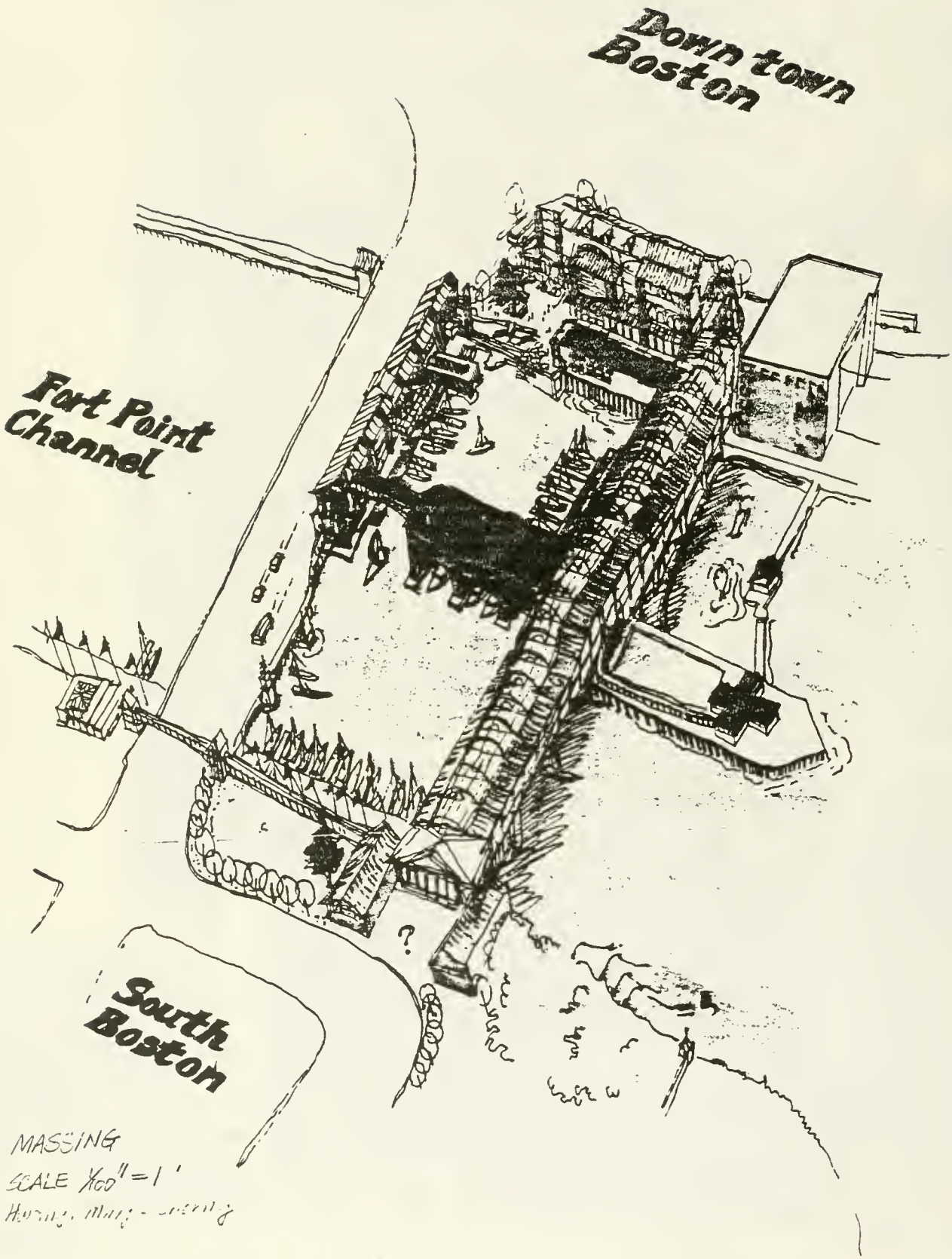
- The second is that the new Northern Avenue Bridge has been proposed as a fixed span (see Northern Avenue Bridge Replacement Study, BRA and Massport, January 1980). The currently proposed bridge design allows a maximum vertical clearance of 16 feet at Mean High Water and 25 feet at Mean Low Water, clearly depriving most sailboats (among others) access to the upper reaches of the channel.

However, even if the full potential of the channel for the mooring of pleasure craft cannot be realized, at least some marina space can be developed. The area in the vicinity of the present Northern Avenue Bridge, outside the dredged channel, can harbor some boats regardless of the outcome of the above problems. Currently, there is some marina activity at Russia Wharf (DD), with proposed expansion now under consideration by the Corps. Additional power boats, water-taxis and small sailboats would be an attractive supplement here and potentially at adjoining sites, such as the Boston Edison Parking Lot.

MUSEUM

OLD NORTH BRIDGE


MAJOR LOBBY
ORIGINAL BLDG HOPE TO CHANGED AS HOTEL
MAJOR ENTRANCE
STRETCH THE IMAGE OF BRIDGE TO ATLANTIC AVENUE
POTENTIAL AREA FOR OTHER SPACES OR FOR BUS, TAXI TO STOP TEMPORARILY
WATER FRONT PARK
& MARKET AREA
WITH LITTLE EXCITEMENT
GLASS CURTAIN WALL, WITH THE ORIGINAL FORM OF THE BRIDGE FACE SEA. (AIR PORT)
EXHIBITION SPACE
N
FOCAL POINT
WATER FRONT AREAS
WATER FRONT OF S. BOSTON)
RESTAURANT AND
THE CITY
HOTEL OR
RESTAURANT, OR EXHIBITION SPACES
GARAGE BUILDING
ENTRANCE OF GARAGE AT THIS SIDE
ANOTHER 24H FOOD RESTAURANT
CAFETERIA, CAFÉ
1ST FLOOR COMMERCIAL
HOPE TO CONNECT WITH
FUTURE DEVELOPING
SOUTH BOSTON COMMERCIAL
a. lobby, forum 10,000 sf
b exhibit / media space 25 x 2000 sf each = 50,000 sf
c. retail / museum Shop 2500 sf
d. tech service & adminstration space 5000 sf
e. other building bridges potential

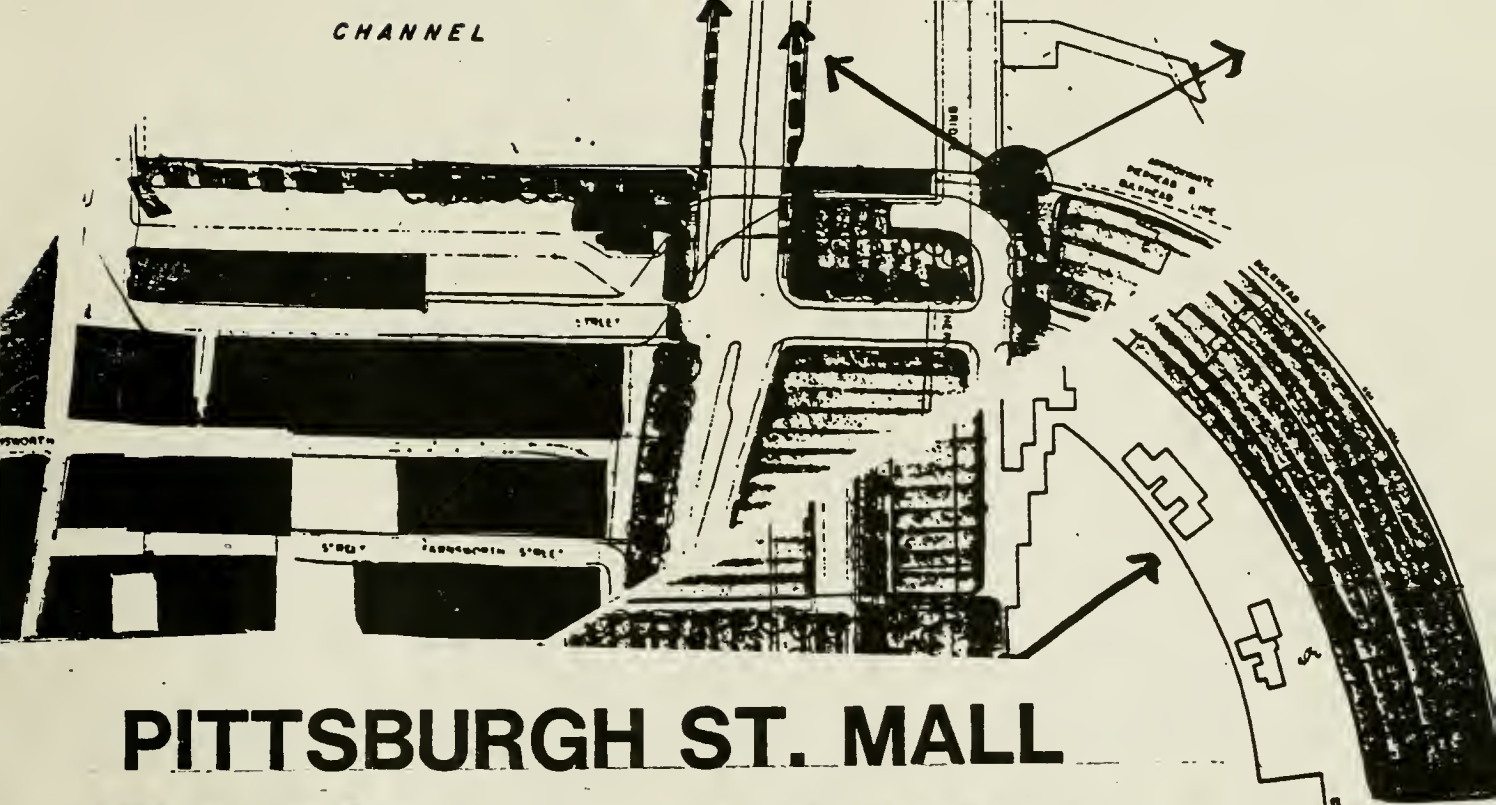


MASSING
SCALE 1/60" = 1'

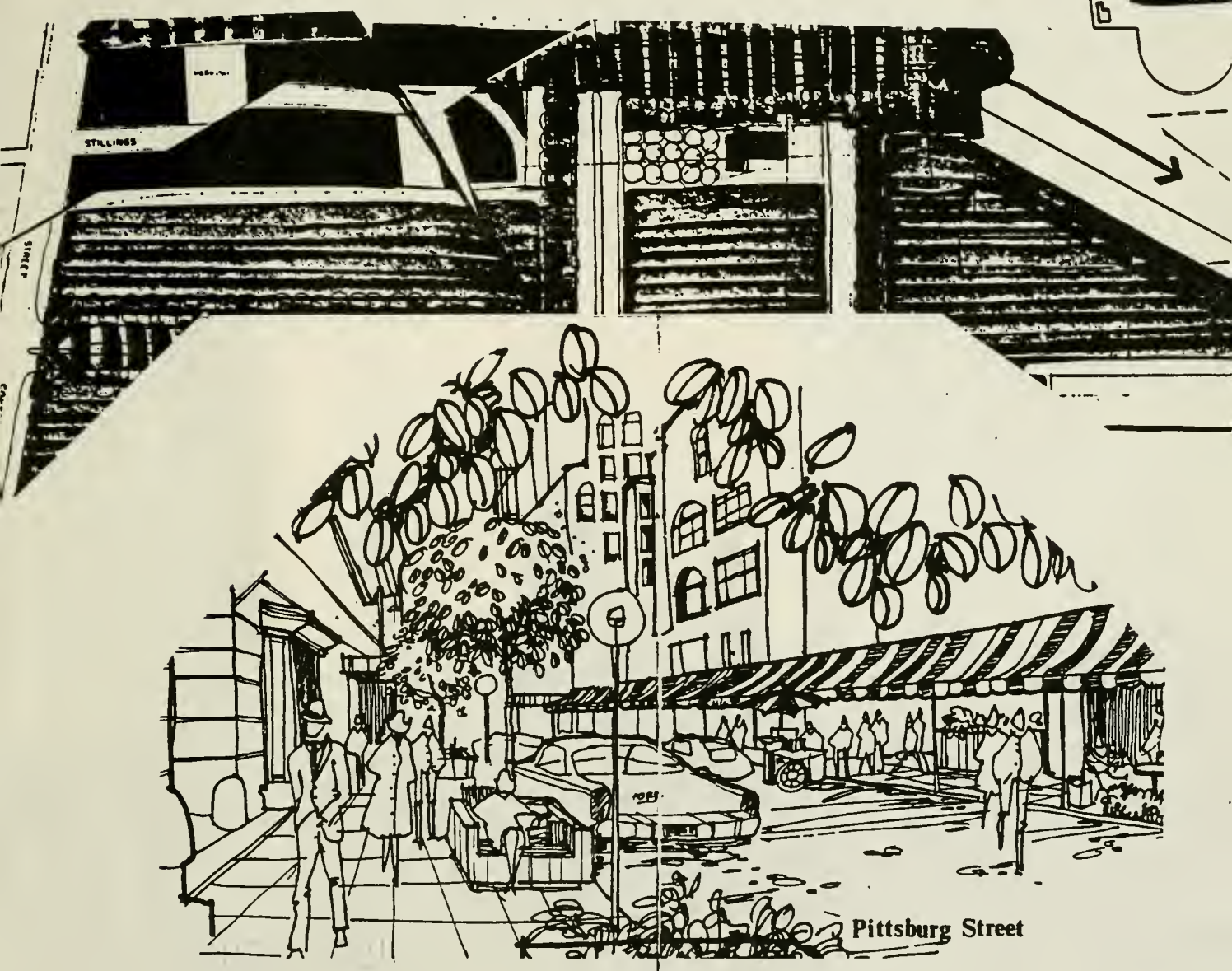
WE'RE FIRST IN THE ALPHABET.... FIRST... SAFETY
PENN CENTRAL
A STREET CAR SHOP

RR MUSEUM

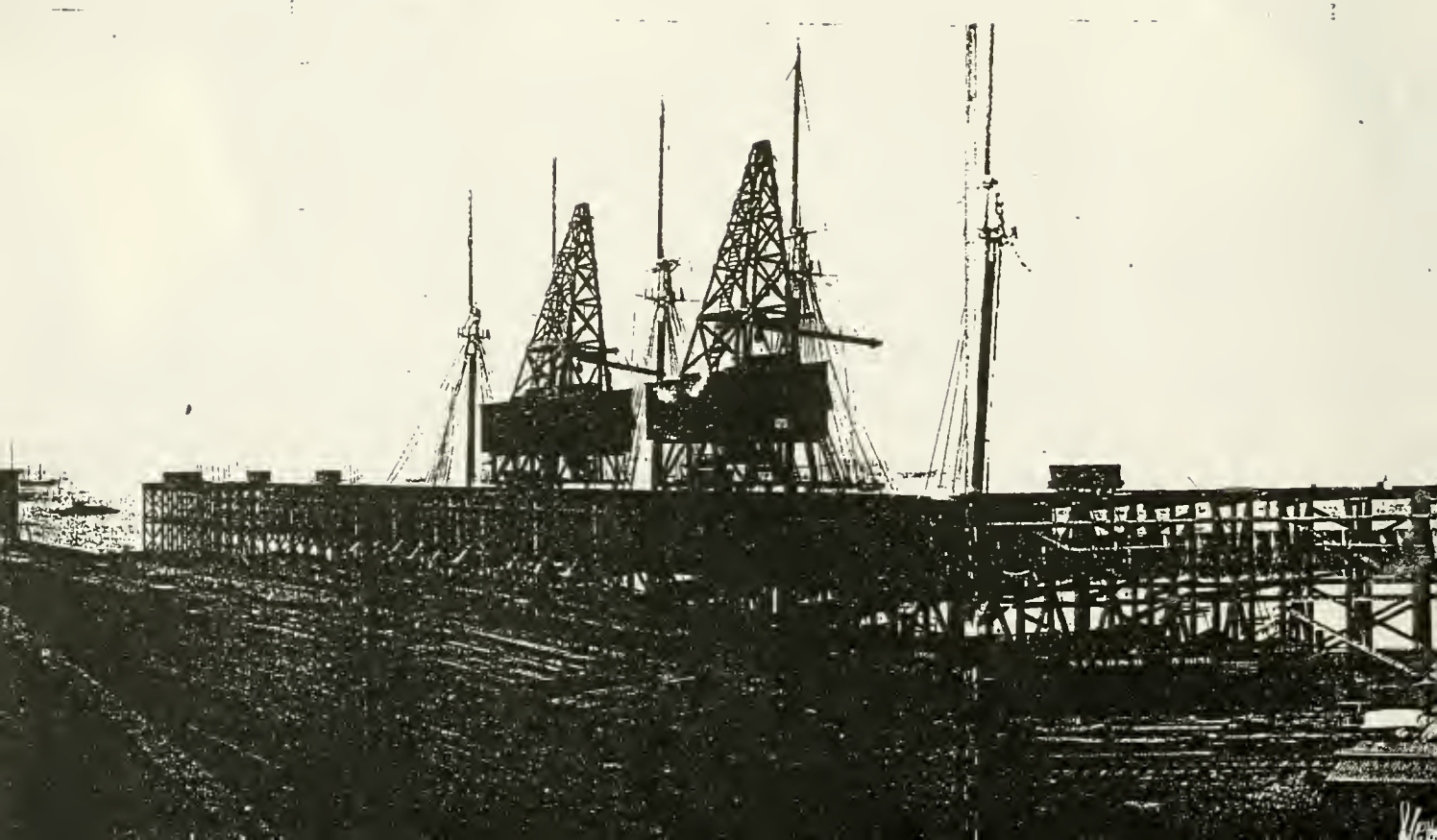
GENERAL
YARD OFFICE



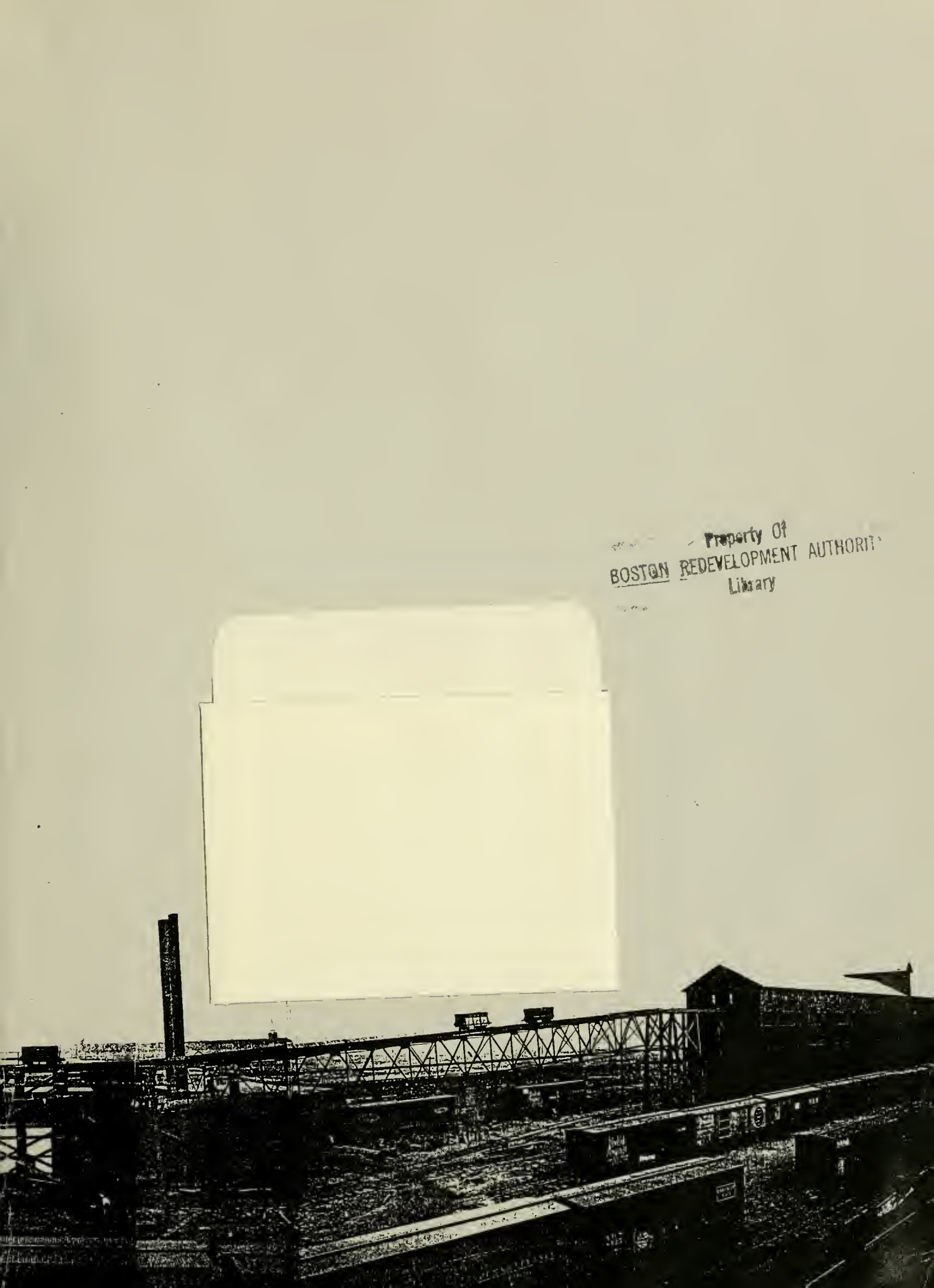
PITTSBURGH ST. MALL



Pittsburg Street



Property Of
BOSTON REDEVELOPMENT AUTHORITY
Library



Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

BOSTON PUBLIC LIBRARY
3 9999 06315 532 7